



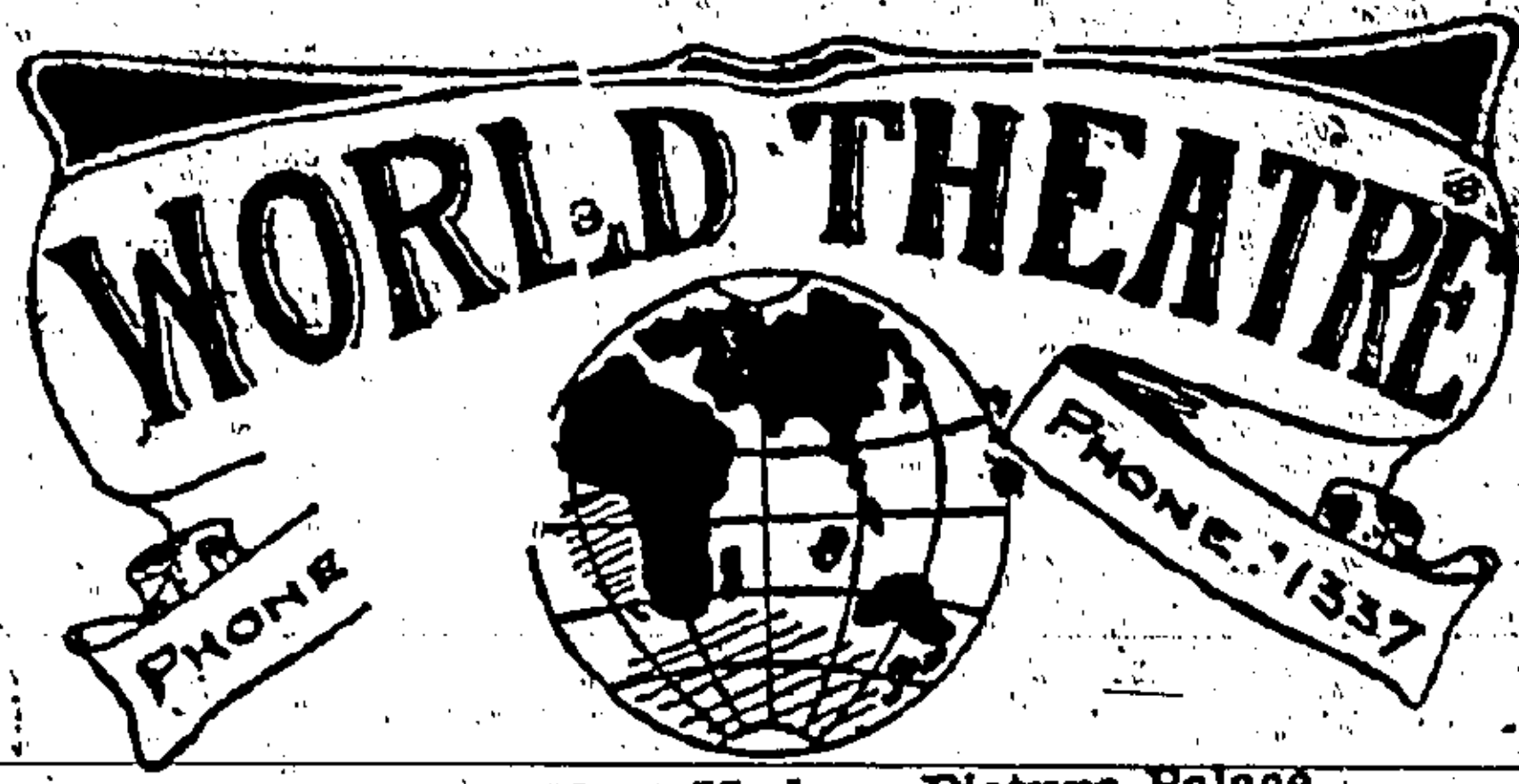
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No. 18,796. 號六十九百七千九萬一第 日六十月拾年酉辛 HONGKONG, TUESDAY, NOVEMBER 15TH, 1921. 二拜禮 號五十一月一拾年拾國民華中 PRICE, \$3 PER MONTH

Transmission No. 146

ATLANTA, Ga., Jan. 10. — The Atlanta Journal-Constitution has been ordered to publish a full-page advertisement for the Ku Klux Klan, a decision that has drawn sharp criticism from the newspaper's editors and readers.

For particulars apply to—
KOMURA, Manager
64 Padder Street, Hongkong



Hongkong's Most Modern Picture Palace.
Entirely Under British Management.
TO-DAY 5.15 & 9.15 p.m. TO-DAY
WILLIAM FOX
presents
MIRIAM COOPER
(Famous for her excellent acting in "Woman & The Law")
in
"BETRAYED"
A PICTURE of HUMOR, REALISM, ROMANCE & DASH.
Pathe's News and Comedies.
Booking at Messrs. MERTZ & Co. (Tel. 951) [1166]

NOTICE.

THE OCEAN ACCIDENT & GUARANTEE CORPORATION, LTD.
of London, England, beg to announce that they have appointed Messrs. DODWELL & COMPANY, LIMITED, 3, Queen's Buildings, as Principal Agents to the Corporation in Hongkong.

The OCEAN Corporation is prepared to entertain proposals for MOTOR CAR (Private & Commercial), MOTOR CYCLE, PERSONAL ACCIDENT & SICKNESS, FIDELITY GUARANTEES, EMPLOYEES BENEFIT, BURGLARY, LIFT, GENERAL THIRD PARTY, FLIGHT RISK, etc.

The OCEAN ASSETS exceed \$7,400,000
CLAIMS PAID exceed \$25,000,000
Eastern Head Office—CHARTERED BANK CHAMBERS, SINGAPORE.
Manager—ALBERT G. HALL. [11748]

UP-TO-DATE
CAMERAS

Just unpacked a large consignment of
KODAKS and CAMERAS
to be sold at a very lowest price.

A. TACK & CO.

36, Des Voeux Road,
Central.



GRIMAULT'S
SYRUP
OF
HYPOPHOSPHITE OF LIME
FOR
STUBBORN COUGHS
BRONCHITIS
WEAK LUNGS
CATARH
CONSUMPTION

Sciatica
ouch! a touch of
pain. There's no
need. Half a tea-
spoonful of Kruschen
Salts in hot water
every morning, then
good-bye Sciatica.
Enough for two
months in a bottle

**Kruschen
Salts**
A. S. Watson & Co., Ltd., Sole Agents for Hong
Kong and Southern China.



He's Happy!

As your baby grows happily from
month to month he needs a
changing food to keep him strong and
contented. THE ALLENBURG'S
FOODS contain graduated propor-
tions of the elements essential to your
baby's brain and body development.

**Allenburg's
Foods**

MILK FOOD No. 1 From birth to 3 months
MILK FOOD No. 2 From 3 to 6 months
MILK FOOD No. 3 From 6 months onwards

Allen & Hannbury Ltd., London.

COMPANY MEETINGS.

THE HONGKONG HOTEL CO., LTD.
ACQUISITION OF THE STEAM
LAUNDRY.

An extraordinary general meeting of the Hongkong Hotel Company, Ltd. was held yesterday morning at the Registered Office of the Company. There were present:—Messrs. J. Scott Harston (Chairman), C. Montague Ede, E. A. M. Williams (Directors), J. H. Taggart (Managing Director), H. N. Beauregard (Secretary), the Rev. Father Robert Fung Tat Hang, A. D. Gee, E. M. Raymond, E. W. Alderson, E. A. Ram, (shareholders), M. Manuk, (representing the Dairy Farm and Cold Storage Co., Ltd.), W. E. L. Shenton (Solicitor to the Company) and E. J. Chapman (Managing Director of the Steam Laundry Co.).

The CHAIRMAN, after calling upon the Secretary to read the notice convening the meeting, said:—Gentlemen,—This general meeting has been called for the purpose of submitting to shareholders the extraordinary resolution set forth in the notice convening same, and to which I referred in my speech at the previous extraordinary general meeting of shareholders of this Company, held on the 13th day of August, 1921.

As you are aware, we are at present operating two Hotels and are about to embark upon the erection of a third and larger establishment at Kowloon, in which connection I may add that it is the intention of your Board to spare no effort to render such a degree of service as our clientele may fairly expect. With a view to giving effect to the schemes we have in contemplation, your Board consider that inasmuch as upon the completion of the "Peninsula Hotel," at Kowloon, we shall be in a position to handle a heavy transient trade, and as it is our intention to set aside for permanent residents a considerable portion of the accommodation which we shall then have at our disposal, a very necessary adjunct to our business is that of a modern laundry. With this object in view, your Board deemed it advisable to approach the Steam Laundry Company with an offer of absorption which will undoubtedly prove beneficial to the shareholders of the two companies, more especially as the Hotel Company owns a considerable area of land immediately adjoining the Steam Laundry Company's property on which that Company's main works are situated at Yaumatei.

Should the shareholders of the two companies ratify the Provisional Agreement, which has already been entered into between this Company and the Steam Laundry Company, it is the intention of your directors, on assuming control of the Laundry, to gradually demolish the major portion of the present works and reconstruct an up-to-date laundry and to equip same with additional machinery. It is proposed also to extend the dyeing and dry cleaning department and install refrigerator accommodation capable of storing furs, clothes and carpets; and, further, a motor transportation service will be inaugurated with a view to expediting the collection and delivery of laundry material.

When I addressed you previously I explained to you the ratio in regard to the exchange of shares which the Directors of both Companies considered equitable, and I do not propose to detain you with further details; I will therefore, now submit to the meeting the resolution which it is proposed shall be passed with a view to giving effect to your Directors' recommendation.

The resolution is as follows:—
"That the conditional Agreement submitted to the meeting for the amalgamation with this Company of the Steam Laundry Company, Limited, upon the terms (inter alia) of the acquisition by this Company of the complete undertaking, business, goodwill and property of the Steam Laundry Company, Limited in return for the issue to that Company of 8,000 (eight thousand) shares of this Company of the nominal value of \$10 each credited as fully paid up and the payment of \$10,000 by this Company to Messrs. Linstead and Davis, the General Managers of the Steam Laundry Company, Limited by way of bonus and compensation for loss of office as General Managers of the Steam Laundry Company, Limited by reason of the transfer of the business, property and undertaking of the Steam Laundry Company, Limited to this Company and in consideration of the payment to Edward John Chapman, the Managing Director of the Steam Laundry Company, Limited of \$1,000 to William Samuel Brown, a Director of the Steam Laundry Company, Limited of \$1,000 and Charles Bernard Brown, the Secretary of the Steam Laundry Company, Limited of \$1,000 by way of bonus and compensation for their loss of office as Managing Director, Director and Secretary respectively by reason of the aforesaid amalgamation, be and the same is hereby approved and that the Directors be and they are hereby authorized to carry out the said Agreement, into effect with such (if any) modifications as they may think fit."

The Rev. FATHER ROBERT FUNG seconded, and the resolution was carried without discussion. This concluded the business.

STEAM LAUNDRY COMPANY.

AMALGAMATION WITH HONGKONG
HOTEL COMPANY.

An extraordinary general meeting of the Steam Laundry Company, Ltd. was held yesterday at noon at the Registered Office of the Company, Alexandra Buildings. Mr. E. J. Chapman (Chairman), presided and there were present: Messrs. W. S. Brown, (Director), A. D. Gee, (Manager), C. B. Brown, (Secretary), J. Scott Harston, J. H. Taggart and M. S. Northcote, (shareholders) and Mr. W. L. Shenton (Solicitor to the Company).

The CHAIRMAN said:—Gentlemen,—When addressing you at the last annual general meeting of this Company held on July 19th, 1921, I intimated that your Board had been approached by the Hongkong Hotel Co. with a scheme for the absorption of this Company by the Hotel Company. I outlined the basis of the offer made by the Hotel Company, and as the formal notice convening this meeting sets forth comprehensively the nature of the scheme in question, it would appear superfluous for me to reiterate the terms under which the absorption is proposed to be effected. I may say, however, that after carefully considering the proposition submitted by the Hotel Company, your Board were convinced that the nature of the offer was such as to warrant their entering into a provisional agreement with the Hotel Company, such agreement being subject to the ratification of shareholders of both Companies. Therefore, this extraordinary general meeting has been called for the purpose of submitting to you certain special resolutions, the passing of which by the general body of shareholders will be necessary in order to give effect to the proposed amalgamation.

The ratio of exchange of shares has been calculated at 2½ Steam Laundry shares to 1 Hotel share, in arriving at an equitable basis in order to affect the necessary exchange, your Directors went carefully into the present value of your assets which all stand in the books at low figures. Until this absorption was mooted, our shares were below par, the present market price of \$9.50 being based upon the ratio of exchange and the present price of Hongkong Hotel shares. I would remind you that for seventeen years, our average dividend amounted to only 7 per cent., though last year was an exceptional one carrying a dividend of 12 per cent. On the other hand, should the Hotel Company maintain the dividend distributed last year, the result of the absorption would give shareholders a steady 12 per cent. However, bearing in mind the assets and possibilities which the Hotel Company undoubtedly has, I do not think any shareholder can fail to perceive the benefit that will undoubtedly accrue from the absorption.

With regard to the method of exchange shares, shareholders in this Company will be allotted 2½ shares of an Hotel share for each laundry share at present held. Any fraction will be totalled and sold by the Liquidator, and a pro rata cash return made to shareholders entitled to same. Shares not applied for within 180 days from November 30th, 1921, will be treated in a similar manner and a cash return made by the Liquidator. I now beg to propose the following Special Resolution.

(1)—"That it is expedient to effect an amalgamation of this Company with the Hongkong Hotel Company, Limited, and with a view thereto this Company be wound up voluntarily and that Charles Bernard Brown of Messrs. Linstead and Davis be and he is hereby appointed Liquidator for the purpose of such winding up."

(2)—"That the conditional Agreement submitted to the meeting for the amalgamation of this Company with the Hongkong Hotel Company, Limited, upon the terms (inter alia) of the acquisition by the Hongkong Hotel Company, Limited of the complete undertaking, business, goodwill and property of this Company in return for the issue to this Company of 8,000 (eight thousand) shares of the Hongkong Hotel Company, Limited of the nominal value of \$10 each credited as fully paid up and the payment of \$10,000 by the Hongkong Hotel Company, Limited to Messrs. Linstead and Davis, the General Managers of this Company by way of bonus and compensation for loss of office as General Managers of this Company by reason of the transfer of the business, property and undertaking of this Company to the Hongkong Hotel Company, Limited and in consideration of the payment to Edward John Chapman, the Managing Director of this Company of \$1,000 to William Samuel Brown, a Director of this Company of \$1,000 and to Charles Bernard Brown, the Secretary of this Company of \$1,000 by way of bonus and compensation for their loss of office as Managing Director, Director and Secretary respectively by reason of the aforesaid amalgamation, be and the same is hereby approved and the Liquidator be and he is hereby authorized to carry out the said Agreement, into effect with such (if any) modifications as they may think fit."

(3)—"The aforesaid 8,000 shares of the Hongkong Hotel Company, Limited shall in pursuance of clause 7 of the aforesaid Agreement be allotted to shareholders on the register of shareholders of the Steam Laundry Company, Limited on the 30th day of November, 1921."

Mr. NORTHCOTE seconded the resolution, which was carried unanimously. This concluded the business before the meeting.

THE MUI TSAI QUESTION.

A "CHURCH TIMES" COMMENT.

The following is from the *Church Times* of September 20th: Commander Haselwood, who, from his intimate knowledge of life in Hongkong, has, with Mrs. Haselwood, been foremost in exposing the evils consequent upon the *mui tsai* custom by which girls and children are bought and sold in Hongkong, has now compiled and reprinted a number of articles and letters from the *Hongkong Daily Press*. All who are interested in the question will do well to study the evidence there presented. We wish he had found room for some of the reports of police court proceedings which we have alluded to in the past, as they afford abundant proof that the sales are openly negotiated, since the litigation is generally over money due in consideration of girls handed over. Among the extracts is a report of a speech at a mass meeting of the Chinese community convened to discuss the pros and cons of the question on July 30th last. The most important speaker was the Hon. Mr. Lau Chiu-pak, an unofficial member of the Legislative Council, and the chief advisor of the Governor in all matters relating to Chinese affairs. He spoke apparently at great length, and succeeded in getting a number of whitewashing resolutions carried. Unfortunately for his case, he proved too much, as, for example, when he argued that since buying for prostitution is forbidden by law, it therefore does not happen with regard to *mui tsai*, but only in the case of children who are bought for adoption. That goes clean against the reiterated denial in the House of Commons that there is any connection between the "adopted" children in Hongkong and the purchase for immoral purposes. We gladly recognize the desire of the Colonial Office to reform the admittedly bad conditions. We recognize also the difficulty of instituting an effective system of supervision in such a rabbit warren as Hongkong. None the less, the matter is too grave to permit of its being dropped. Commander Haselwood may be addressed at Wistaria Cottage, Whitechurch, Oxon.

THE TRADE SLUMP IN THE
STRAITS SETTLEMENTS.SUMMARY OF THE COMMISSIONER'S
REPORT.

The full report of the Trade Commissions which recently sat in Malaya have been published. A summary appearing in the report says:—

General trade must be left to right itself, a process which has already started in the Straits Settlements. Government should, however, assist by economy in non-essential expenditure and measures to reduce cost of living and of production.

Government requirements should, as far as possible, be supplied locally.

Complete recovery of trade, especially in the F.M.S., will be delayed until the producing industries have been brought to a paying level.

Fin.—Labour conditions in mining leases should be relaxed, premium on rental of leases reduced, and mining rules should not be interpreted too strictly. As a last resource export duty should be reduced.

Rubber.—Some form of restriction is necessary. Voluntary restriction cannot be effected in the present stage of the industry.

Compulsory restriction should be introduced by Government, but only provided that the Netherlands Indies and Ceylon will join in the scheme.

If such co-operation is obtained Government should borrow in London and should assist estates, but on stringent terms.

The Secretary of State should again be asked to reconsider his decision against compulsory restriction of production, but, failing his consent thereto, restriction of export should be advocated.

General.—A Land Bank should be formed to advance against crops and to operate on the lines of the Netherlands Indian Banks.

Every effort should be made by Government to retain labour in the country.

Every possible encouragement and assistance should be given by Government to the development of new industries agricultural and otherwise.

INTERNATIONAL BANKING
CORPORATION.

The International Banking Corporation has declared a dividend for the half year ended June 30th last, at 94 per cent. per annum, payable September 30th, while U.S. \$213,867.37 has been added to the amount of undivided profits, which will then stand at \$4,229,012.03. For the corresponding period last year a dividend of 8 per cent. for the half year, with undivided profits amounting to \$6,268,240.

Further expansion in the profits of the International Banking Corporation is indicated in the half-yearly statement to June 30th last. The dividend was double that for the previous period. Deposits continued to fall off, although at a less rapid rate, the total of \$14,367,400 contrasting with \$14,845,900 at December 31st and \$18,497,600 at June 30th last year, but the note circulation in China rose to \$756,200. The volume of securities and investments was smaller by \$21,400 at \$237,300, while loans and discounts contracted, this being particularly marked in the case of time loans and discounts, which, after a drop from \$3,008,800 at June 30th, 1920, to \$2,387,900 at December 31st, amounted at June 30th last to only \$1,567,900. Bills and remittances of \$5,960,000 exhibited an advance of \$1,385,800, but cash was \$2,225,700, against \$2,444,200. The total value of the assets, \$24,343,600, contrasted with \$20,265,500 at the end of 1920, and \$21,050,500 at the middle of that year.

BRITISH CHAMBERS OF
COMMERCE.

BANQUET AT SHANGHAI CLUB.

The banquet at the Shanghai Club, at which Mr. E. F. Mackay presided, was very numerous attended, every available place being taken.

The toast of "The King" having been honoured, the CHAIRMAN gave "The Naval Forces," paying a tribute to the Service for its great work in the war, and expressing the thanks of British merchants for the vigilance with which British trade had been watched during the recent disturbances on the Upper Yangtze River. He went on to speak in high appreciation of Rear-Admiral Borrett. During his command, Admiral Borrett had always been of great assistance to British trade and British merchants, particularly during the difficult and dangerous times through which they had recently passed. They were sorry to say good-bye to Admiral Borrett. They welcomed Rear-Admiral MacLachlan with every confidence in continuance of the cordial relations which had existed with his predecessor.

Rear-Admiral MACLACHLAN and Rear-Admiral BORRETT briefly replied to the toast, the latter especially commending the Captain of the superior gunboats. In proposing the toast of the delegates, Mr. H. E. GRANER said they especially welcomed the delegates from Japan, this being the first occasion on which the British Association of Japan had been represented. They regretted that through sickness and pressure of business Hongkong had been unable to send a representative. With regard to the suggestion that another port should be asked to hold the next conference, as the Chairman had said, Shanghai was quite prepared to undertake the arduous duties of getting the conference together and drawing up the agenda, but they would gladly welcome suggestions from other Chambers as to a change of venue.

Mr. C. R. MORLING (Tientsin) replied to the toast, which was cordially received, and said he thought it would be a mistake to remove the conference from Shanghai. Shanghai was the senior port in China, and the senior men were here, so that they had all facilities for assuring the best results from the conference.

SPEECH BY SIR WM. BRUNYATE.

Replying to the toast of "Our Guests," which Mr. G. H. STITT very genially proposed, Sir WILLIAM BRUNYATE caused much amusement by observing that after having spent some 20 years either in the administration or closely connected with the administration, of another extra-territorial country, it was extremely comforting to come to Shanghai and find the same problems being discussed. He had listened to Mr. Fox eloquently proposing trade marks and copyright as means of introducing great reforms, and was reminded that in the late eighties or early nineties a trade mark law was devised for Egypt—but it had not yet been passed (laughter). A little later he heard that British Trade Mark law was regarded as unsuitable for China. It recalled the circumstance of having sat for two years on a committee dealing with similar reforms in Egypt. One of his colleagues was an excellent French professor, one who was extremely loyal to the *entente*, and one who demonstrated his loyalty by the academic exercise of translating English trade mark law into the French language. It couldn't be done (laughter).

—And Sir William was now wondering whether the simplified law now being prepared by the Board of Trade could be translated into Chinese. He rather doubted it. He had been much interested in the Conference discussion of the gambling problem, and sympathized with the resolution which recorded that it did not quite see its way to finding means of putting gambling down. There had been periodical attacks on gambling in Egypt, but without success so far as he remembered. He was glad the Conference decided not to contribute to the School of Economics at Peking, partly because he never felt sure that economics taught in school were sound, and partly because he was not at all sure that the students were ready for the strong meat fed to them.

The proceedings closed with the toast the Chairman, Mr. H. H. Fox, paying a tribute to Mr. Mackay's work in connection with the Conference, and describing him as typical of the British merchant who, whilst attending to the large interests of his own firm, was willing and anxious to help the general interests of British trade in China.

Mr. MACKAY briefly acknowledged the toast.—*N. A. Daily News.*

MODERNISATION OF JAPANESE
CITIES.

A London contemporary learns that several Japanese gentlemen, including Mr. Sasaki, Vice-Governor and Director of Home Affairs of the Kanagawa (Yokohama) Prefecture, have come to England to study town planning developments in order to incorporate them in one of the most ambitious undertakings ever proposed in this connection in Japan. The six great cities of Japan—Tokyo, Osaka, Yokohama, Nagoya, Kyoto, and Kobe—have embarked upon town planning schemes which will almost modernise them out of all recognition. The total expenditure upon this undertaking is estimated at between 140 and 150 million pounds, and the raising of this huge sum will be spread over the next ten years.

IF YOU WEAR TORICS.

you know you have done the best. If you do not, you have not yet done the best you can to give your eyes comfort. It is possible to correct the visions of eyes that need glasses without using Toric lenses. It would also be possible to use a motor car without pneumatic tyres, but it would not be so comfortable. If you have failed to find real eye comfort, try a pair of Torics, their deep inner curve conforms to the natural motions of your eye. Toric lenses of any prescription are manufactured by the Hongkong Optical Co., Successors to Clark & Co., Manufacturing & Refracting Opticians, located in 53, Queen's Road, Central—A. V.

THE HON. MR. A. O. LANG.

CHAMBER OF COMMERCE VIEWS.

The Hon. Mr. A. O. LANG: Sir, Following the remarks of my official colleagues regarding the various questions raised in connection with the Finance Bill, I desire, in the first place, to record my appreciation of what has been achieved by the Public Works Department under very trying circumstances and with a depleted staff. The programme arranged for that Department, as set out in the Estimates now under discussion, is an unusually heavy one, and in my opinion, Sir, there is no reason why the present generation should bear the entire burden of this outlay. In spite of arguments to the contrary, I am by no means convinced that loans in respect of such undertakings are impossible, and I would request the Government to carefully consider that method of finance with a view to its adoption.

With reference to the Observatory, Sir, the Chamber of Commerce, and the Shipping and General community have a strong feeling that this institution needs expansion, and would welcome some arrangement which would enable the Director to issue more frequent weather reports, particularly in the Typhoon Season, on the lines of those issued by the Manila and Sincaw Observatories. The two neighbouring Observatories frequently furnish information regarding typhoons ahead of the Hongkong Observatory, and this even in the case of conditions which more closely affect Hongkong. It is recognised, Sir, that with the institution of the new system of signals more elaborate daily weather reports have been given, but there have often been occasions when the community would have welcomed weather reports or signals from Kowloon but of the ordinary when typhoon weather has been threatened in the China Seas and indications thereof have been received from Manila and Sincaw. The time has been reached, Sir, when the Observatory should give more frequent weather reports and if the present state of affairs is due to deficiencies of plant, or funds with which to increase the service of telegrams, I would urge that a grant be made sufficient to provide for such equipment, etc., as is usually associated with modern Observatories.

I would renew, Sir, the representations to the Government on the matter of penalties to which Shipping is liable in the event of smuggling operations taking place on board vessels. It has lately been recognized by the Chinese Maritime Customs that they will not take advantage of the regulations which have permitted them in the past to levy fines on ships involved in smuggling cases. I would urge, as already represented by the Chamber of Commerce, that this Government should adopt a similar attitude, and where it is shown that due measures have been taken by the Master, or his Officers, to check attempts at smuggling special consideration should be given to that circumstance, and fines not levied.

I maintain, Sir, in view of the fact that Alcohol is more or less a necessity for Europeans residing in the Tropics, that the tax on Foreign Liquors is excessive, and I would, therefore, press for an immediate reduction. I am also of the opinion that the duty on Tobacco, which is more than ordinary creature comfort in this trying climate, might likewise be reconsidered, and if taxation in substitution thereof is absolutely necessary, the Stamp Duty on Agreements for Sale of Property might easily be increased without unduly penalising the parties concerned in such transaction.

I should like, Sir, to take the opportunity of congratulating the Captain-Superintendent of Police on recent improvements in the Control of Traffic, which have added considerably to public safety; but further improvement is necessary in training men for that particular work. I would recommend that expert tuition in the regulation of traffic be arranged for at the Police Training School, and that the more efficient members of the Force be retained for duty in the busy centres of the City. I fully realise that the Police alone cannot make a success of traffic control, and I would make an appeal to the general public, both Europeans and Chinese, to co-operate with the Authorities in this somewhat difficult task. There is one point on which I would like to lay stress, though it might not be considered to come within the strict definition of traffic work, viz., the inadequate provision of Police officials at theatres, cinemas and other places of public entertainment, and I would suggest, Sir, that the defect be remedied without delay.

The Harbour Police was the subject of a discussion at a recent meeting of the Committee of the Hongkong Chamber of Commerce, at which the Captain-Superintendent of Police, who kindly attended, outlined a scheme, which, if brought into effect, will result in increased police supervision and consequent reduction in pilferage from ships and lighters. It is satisfactory to note that provision has been made by the Government for two fast and up-to-date launches to facilitate this Harbour work, and I trust the combined efforts of the Police and the Shipping and Wharf Companies will prove successful in eradicating an evil which has become notorious in recent years.

Improvements in the Fire Brigade are also a source of satisfaction, and with the completion of the New Station with its up-to-date appliances and additional personnel, the service will be more in keeping with the requirements of a large city. I understand, Sir, that, in addition to the equipment already on order in England, the Superintendent in his report has recommended the purchase of a further motor-pump and a second turntable ladder, and, while I am fully aware that appliances of the nature indicated are expensive, it is imperative in a densely-populated place like Hongkong that safety should be the first consideration.

tion. It would appear that the water pressure in certain districts of Hongkong and Kowloon is totally inadequate, and this is a matter which should receive the immediate consideration of the Government, for without a suitable supply of water an up-to-date Fire Brigade is a mere waste of money. In view of the proposed expenditure on the Fire fighting equipment, it will have to be seriously considered. Negotiations are, I believe, at present proceeding with private concerns owning tugs, fitted with fire-pumps, etc., whereby the same will be available in case of any serious outbreak on the Harbour, and while such an arrangement may be satisfactory as a temporary measure the acquisition of a modern motor fire-boat should not be lost sight of.

With regard to the Saiyungpun School, Sir, I shall be glad if the Hon. Director of Public Works will furnish us with definite information as to when a commencement will be made with the new building. I understand a pledge has been given on two different occasions that this work would be put in hand without delay, but so far nothing has been done. It is stated that the School is now so hopelessly overcrowded that immediate action is necessary, and I would, therefore, urge, Sir, that operations be started as soon as possible.

I understand that it has been customary for some years past for the Government to assist the "Alice Memorial" Hospital with an annual donation of \$300, but in view of the excellent and over-increasing work carried out by that Institution, I would recommend that not less than \$1,000 per annum be voted in future.

In these times of unexampled commercial difficulties I congratulate the Government on being able to lay so satisfactory a Budget before the Council, covering, as it does, so many works and so much progressive development for the future good of the Colony. At the same time I cannot refrain from remarking that the degree of taxation is much heavier than in the past, and I venture to repeat the warning already submitted by the Chamber of Commerce that a halt should be called in the levy of increased taxation.

THE DIRECTOR OF PUBLIC WORKS.

MOST OF THE PROGRAMME WILL BE COMPLETED.

The Director of Public Works said: There have been so many questions put this afternoon that I must ask hon. members to excuse me if I am not able to deal with them as fully and completely as I should like. Reference has been made to the very heavy programme of the P.W.D., and it has been said that we shall not be able to carry it out—that a good deal will be left over. I think that is likely to prove a very fallacious idea. This year, nearly every work that is shown in the budget is more or less in course of materialisation, and I do not think the hon. member will have to complain next year that we are not asking for enough money. The tramway to Wanchai Gap may be extremely desirable and it has been pointed out that before the Peak tramway was opened, only twelve sites on the Peak upon the Peak and six at Magazine Gap were occupied. There are none at Wanchai Gap, neither will the tramway open up a single site along this road. This scheme may very well stand over for a year or two more. The road from No. 7 Police Station to the Gas Works, which has been referred to would hardly come under the head of "Public Works Recurrent." A scheme was evolved two years ago, but it awaits development of the land on one side of the road. To do anything before then would be too expensive. As to the Victoria Hospital Maternity Block, the amount, \$135,000, should not have been in the original estimate; it was intended to cover only that year's expenditure. The expenditure this year is \$288,000, of which the Maternity Block represents \$177,000. It is also proposed to remodel the hospital and staff quarters, which has not yet been commenced.

The traffic road from Wanchai Gap to Magazine Gap was put down at \$20,000 and was completed last year to \$70,000. I do not know why the \$20,000 was inserted. It does not approach the probable cost. There is a thousand feet of retaining wall with an average height of 15ft. and a maximum of 35ft. so that the estimates of \$78,000, which appears in this year's estimates is not an unduly high figure. The amount put in the estimates for Queen's Statue Wharf was \$90,000. This is the amount which it is anticipated will be spent this year; it does not include anything for the superstructure. The Government has proceeded with the piling while the drawings for the superstructure are being prepared. As to the Praya East reclamation scheme, the contractor has ordered Decauville wagons and rails and the requisite length and weight of rails for locomotives. Tenders for locomotive wheels and axles are at present being considered by the contractors, and it is anticipated that orders for them will be placed this month, the whole to be delivered in four months' time. Meanwhile the Decauville wagons will be worked by manual power. The contract time of six years hardly seems too long for the scope of the work, although a great deal of the area will be brought into use before that time. As regards Coronation Road, the sum of \$12,000 will finish the work and it is anticipated that it will be finished by March next. With regard to the diaphone fog signalling installation at Waglan, only a small amount of building work is being done. The chief expenditure is in plant, therefore, no contract has been invited for the building. It is being done under the annual contract for small works and will be ready when the machinery arrives.

about the end of the year. As to the refuse dump at Cheung Sha Wan, instead of the total amount of \$40,000 only \$3,000, the amount which it is proposed to spend this year, is given.

With regard to the houses on Severn Road and the tennis courts there, this work was begun in November 1919. The total expenditure to date is \$138,897, of which the tennis courts cost approximately \$17,800. As to the question "Why separate tennis courts?" it was considered that houses of this character should have a tennis court; moreover, we had to get filling for the road and this undoubtedly had an influence in arriving at a decision. There is a penalty clause of \$50 a week but it is not proposed to inflict the penalty as the delay in completing is not due to the fault of the contractor, but to non-arrival of stores from England. Moreover, it has only been a short delay. One house will probably be completed two months ahead of time, and two houses about a month behind time. The total cost is something under \$50,000, which I think members will agree is very reasonable for the character and quality of the houses erected there, and compares very favourably with other work of similar character. It has been said that it is inadvisable to spread money over so many items, but the number of contracts in the Gazette of the last few months shows how much work is unavoidable. It is not a case of a stupendous programme which has no chance of being finished in its entirety. Of course, several jobs will continue into another year at least, but a great deal of the work in the programme will be completed.

As to the necessity of building houses for Government servants, I might mention that a man arrived a couple of days ago and there was no accommodation for him; he is living at the Hongkong Hotel at daily rates. We have been told that the Public Works Department sets up a high standard in regard to this accommodation. I do not think the buildings are any better than they should be, and there are no "frills." As to the report on the tramway to Wanchai Gap this related to levels and formation drawings, but did not refer to the equipment which would very likely be two or three times the estimate for the rails. With regard to the Un Long scheme referred to by the Hon. Mr. Lau Chu Pak, that has been receiving a great deal of consideration. Mr. Carpenter, the Assistant Director of Public Works, has been to several public meetings of the people interested but it is a big scheme and will take some time to bring into operation. It provides for bunding in a great deal of land and making it available for cultivation. One of the points that makes it difficult is that all the gentlemen in the district are not quite in agreement with Mr. Lau's scheme and they do not like it. It is taking a little time to persuade them which scheme to support. There is no question of enforcing the Building Ordinance all over the New Territory, but there are one or two places in which it would be better if it were enforced more than it is. Un Long, one of our biggest towns, is one of those places. A good deal of gambling and speculation goes on in the hope that Government will have to resume the land, and immediately it becomes known outside the office that a scheme of development is on hand, land seems suddenly to acquire more value. I understand that some of the poor villagers are buying land at \$300 an acre.

As to the mortuary at Sheklongtai this was, at first, more or less hidden away in the country. Then three or four houses were built near it. It was not a case of a mortuary being set out down amongst houses; the houses came to the mortuary. The Government agreed to pay half the cost of removing it if the people interested would pay the remainder, and I note that one of the people concerned is now building close to the mortuary at Kowloon, and he told me last week that he is sending in a proposal asking the Government to remove that mortuary. Park Road, which has been referred to, is certainly narrow, and I think it is a pity that the site to which Mr. Lau referred was sold some years ago, but there are not many motor cars using the road.

As to land sales by private treaty, I am afraid the suggestion made by Mr. Bird would give an opening to a good deal of collusion. The suggestion as to Kowloon cemetery is receiving consideration and sketches for dealing with it are being prepared. With regard to the water supply a water pipe across the harbour is a thing that may possibly have to come in the future. The matter of scaffolding workers seems to be a real grievance at the present time. The prices being paid and the wages they are demanding certainly seem to me excessive.

As to dumping conveniences, provision is made in the Estimates, and it will mean practically doubling the Praya at certain points. The Government have given other facilities in the last or three years and we are getting a rather valuable reclamation at West Point by reason of it.

With regard to the Hon. Mr. Stephen's remarks about town planning, I would like to point out that the Government have not gone on the hand-to-mouth way that the hon. member suggested. There has been very complete town planning for Kowloon for many years, and I myself laid out a system of monuments indicating streets—some of them at that time in the sea—on the lines of the work I did at Brooklyn in the United States on a town planning scheme there. When you build a town like Victoria on the other side of a precipice I do not think much better than we have done. As to resumption, the number that we deal with for streets widening is insignificant. The Kowloon Town Development Scheme is a case in which land is privately owned by small persons and has to be resumed

in order to be parcelled out again under a town planning scheme. These are the resumptions which are bought up by speculators as soon as it is known the Government is coming in. As to water pressure as soon as the demolition work has been completed a big main will be brought down from the Reservoir into Kowloon and this will increase the pressure throughout the whole district. As to the Saiyungpun School I am hoping that an exchange of land will be arrived at within the next month.

The Colonial Treasurer explained, in reply to the Hon. Mr. Pollock, why the sum of \$600,000 for the University, did not appear as a liability in the statement of the liabilities and assets of the Colony. In regard to the question of loans he thought the best answer to the Hon. Mr. Stephen's remarks was that the Colony had no need of loans.

THE COLONIAL SECRETARY.

DEFENCE OF PEAK ROAD TO VICTORIA GAP PROJECT.

The Hon. Colonial Secretary: At the opening of his speech the Hon. and learned member representing the Justices of the Peace referred to the form of the Estimates, especially as regards the abstract on pages 5 to 12, and asked that an extra column should be put in showing the revised estimate for the current year.

H.E. the Governor: Page 5 contains information which the hon. member desires. The only question is whether it is worth while extending the system to pages 6 to 12. I am rather doubtful whether it will be so.

The Colonial Secretary: The second suggestion that was that a column showing the estimated cost of works should be placed "Public Works Extraordinary." It is sometimes possible to put in the estimated cost of works and sometimes it is not, and to put in an estimate which is quite inaccurate would probably be more misleading than having no estimate at all. The matter will be put in a number of total estimates. Coming to the hon. member's remarks on the Wanchai Gap project and on the continuation of the road from Wanchai Gap to Victoria Gap, I would like to say, in the first place, that I suggested the making of the tramway to Wanchai Gap and had had it in mind for years before making the suggestion. I realised then that it probably would not pay; it might prove an expense and would certainly yield no return on capital expenditure for a number of years. It would, however, be so useful in developing the district by carrying building material up to the surrounding area and would also be of use to a large number of passengers who would use it for getting to such a central point as Wanchai Gap and by visitors to the Colony that I now think we should get quite a good return from the beginning and as development proceeded we should get some return on capital and be able to regulate the taxes in the public interest. I realised that no private Company could be expected to embark upon such a venture, which would probably cost about four lakhs, and that therefore it should be done by the Government. I put the project forward and it has got to the length of the routes having been surveyed and certain plans for its construction having been prepared. Although at the Finance Committee it was omitted from the Estimates for next year it may be possible to finish the plans and to arrive at some estimate of the total cost. With regard to the Peak Road I can say that I personally had nothing to do with it. It was a project that never appealed to me, and I was with the hon. member in thinking it was wholly unnecessary. But I have become entirely converted, and I consider the road to the Peak and as far as Victoria Gap, and possibly in the future much farther than that, is an absolute necessity. I will refer to an answer given to the hon. member by the Colonial Secretary on April 14th. The hon. member asked whether the Government would take a vote of residents as to whether the road was required, and he also wanted to know what was the estimated cost of making the road when such estimate was obtained. The answer given was that the Government is not prepared to take such a referendum as is suggested because the construction of the road has been approved by the Legislative Council. The road will be of the greatest value not only as a means of access to all parts of the Peak eventually by motor vehicles, but also it will reduce the cost of carriage of road and building materials to at least one-half the present price. I would ask the hon. member to note that it may also have the desirable result of lessening considerably the employment of women and children in carrying burdens to the Hill district. The new alignment of the road will make it possible to construct branch roads connecting other portions of the Hill district with the lower levels. It was further stated that the Public Works Committee of the Council at a meeting held on October 8th, 1920, unanimously recommended the construction of this road at an estimated cost of \$26,250. At a further meeting of the Committee held on January 13th, 1921, a change in the route was recommended at a revised estimate of \$118,000. Since then the unofficial members of the Council have considered most carefully the continuation of the road to Victoria Gap and have approved that being done. I consider it is essential that we should have this road, not only for the reasons already given in that answer but for other reasons. There is the question of access to the Peak during hours the Peak Tram is not running, urgent cases in which doctors are required, and the tremendous help it would be in removing baggage up and down the Peak at a very much lower rate than at the present time. I consider that in view of the Report on Child Labour recently presented, that the removal of building material to the Peak at a very low rate and getting rid of the child labour used for its transportation is one of the chief reasons why this road is going to be of very great public benefit. Every day shows it is going to be a far more valuable asset to the Colony than it was ever thought or suggested it would be.

(Continued on page 7.)

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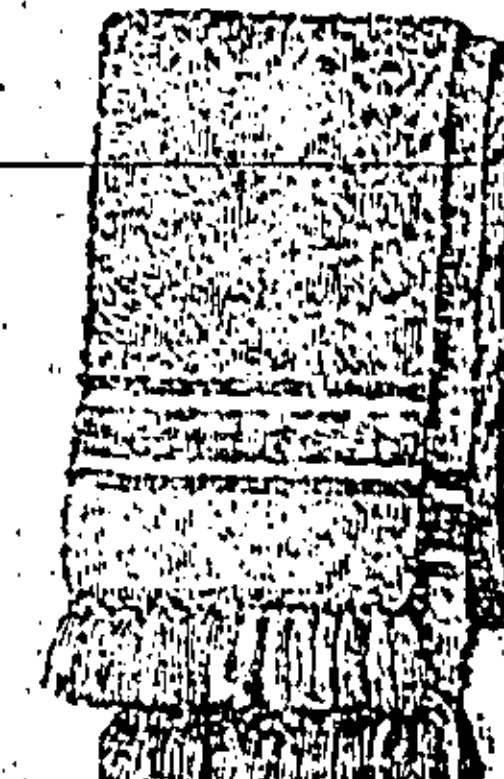
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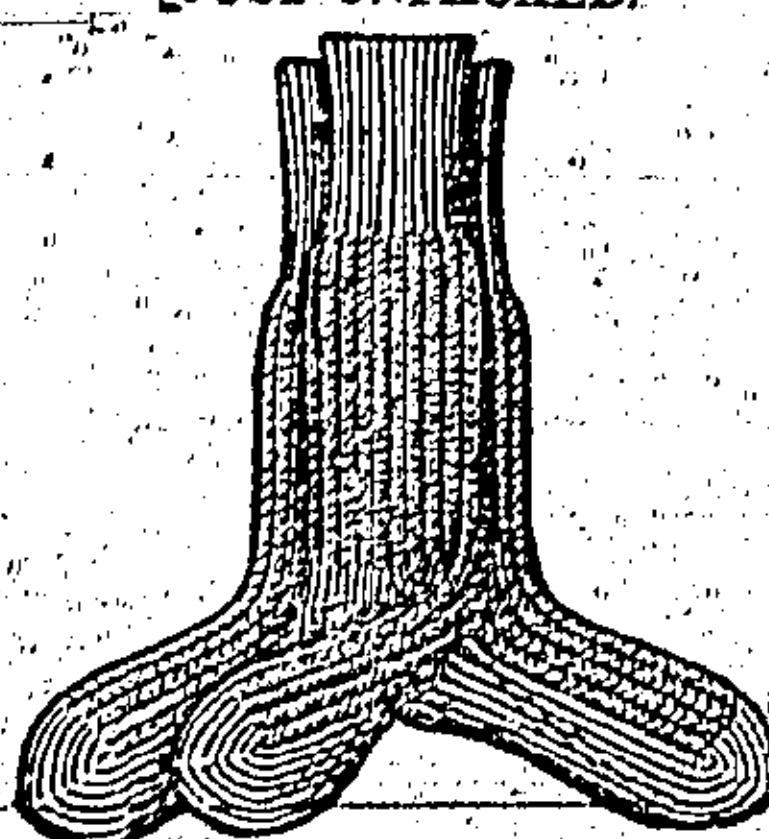
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AGENTS FOR

"JAGGER" AND "THERA" SPORTSWEAR.

DEATH OF MR. JOHN
WILKIE.

We regret to record the death of Mr. John Wilkie, an old and well-known resident of the Colony, at the Matilda Hospital yesterday morning. For over twenty years he was in the service of the Hongkong and Whampoa Dock Co., Ltd., and later became partner in the business of engineers, contractors and machinery agents carried on by Messrs. Macdonald & Co. When the partnership was dissolved some years ago Mr. Wilkie carried on a business of his own and became keenly interested in mining developments in the provinces of Kwangtung and Kwangsi. Few men had a better idea of the great possibilities as well as of the difficulties of enterprises of this nature in South China.

Mr. Wilkie had been in ill health for some time past, and has passed away at the age of 38. Sincere sympathy is felt by many friends with Mrs. Wilkie, who is at home, and with the two sons, Mr. C. A. G. Wilkie, Mr. P. W. A. Wilkie, both of whom are with firms in Shanghai, the former with Messrs. G. N. Marshall & Co. and the latter with Messrs. Butterfield & Swire.

The funeral took place at Happy Valley last evening.

WARWICK COMEDY CO.

"COMPROMISED."

Cyril Harcourt's three-act play served at least to reintroduce us to Miss Gertrude F. Godard, revealed Mr. Edgar Warwick as an actor of resource, and

served up a theme, if not original, of perennial interest. It also gave Mr. Dudley Howarth a further opportunity of demonstrating his worth. His portrayal of a worthless, good for nothing son was a most convincing piece of acting, and gave the play the reality it needed. Mr. Frank Wheatley-as the peppery Sir John Capel also demonstrated his all-round capability. Miss Dorothy Radford and Miss Lena Flowerdew materially assisted in the evening's success.

This evening three short comedies are to be given and a Grand Guignol, in the nature of a thrill. There should be a good house to witness something new for Hongkong.

LARGE HAUL OF OPIUM.

The cargo boat, No. 3020, berthed at the Douglas Wharf, was searched by the Revenue Officers, early yesterday morning. They discovered 4,440 lbs of raw opium worth \$9,860. The drugs were contained in 10 kerosene tins packed up in matting and concealed in the hold under some cargo. The master was arrested and will be charged in due course.

OPIUM DEALING.
HEAVY FINE IMPOSED.

At the Magistracy, on Saturday, three Chinese men were charged, before Mr. G. G. Orme, with being in the unlawful possession of a small quantity of prepared opium and 64 tael of opium drops. Mr. Leo d'Almada appeared for all three men and stated that one of the defendants was prepared to undertake all responsibility. He, therefore, asked for the discharge of the other two.

Chief Preventive Officer Watt had no objection and this course was adopted.

Mr. d'Almada said that the man charged was not a general dealer in opium. He was more or less a fortune-teller by profession. The opium was for his own use.

The Magistrate: As a profession fortune-telling does not enhance his reputation.

A sum of \$200 was imposed.

ACCIDENTS.

A Chinese man was knocked down by a motor car on Friday evening at the junction of Caine Road and the Old Bailey. Suffering from bruises and shock, he was removed to the Government Civil Hospital for treatment.

Three Chinese men were admitted to the Government Civil Hospital on Saturday, suffering from injuries sustained at the result of a collapse of a pile of timber at the Tai Hing Choeng Timber Yard.

Deported from Singapore, a Chinese man was killed on Friday through accidently falling into the water whilst walking on the breakwater wall to the shed at Yaumati. There was no depth of water at the time. Death took place shortly after he had been lifted out. His skull was apparently fractured by contact with the rocks. The body was removed to the Government Mortuary.

TYPHOON WARNINGS.

The following telegrams have been received by the American Consulate-General Hongkong, from the Manila Observatory:—

November 14th, 2.50 p.m.

(1) Cyclone or typhoon W. of Luzon more than 100 miles distant, almost stationary.

(2) Cyclone or typhoon E. of Balintan Channel, moving N. or N.N.E.

The Japanese Department of Railway has decided to construct two special coaches for the use of the Prince of Wales during his visit to Japan. One will contain a dining room and a compartment for members of the Royal suite. The coaches will be constructed at the Osaka shops at an estimated cost of £225,000.

HONGKONG LEGISLATIVE COUNCIL.

THE BUDGET DEBATE.

INTERESTING CRITICISMS AND SUGGESTIONS.

PEAK ROAD v. TRAMWAY: THE ETERNAL HOUSING PROBLEM: NEW TERRITORY SCHEMES: QUESTION OF LOANS FOR PUBLIC WORKS; H.E. THE GOVERNOR AND PRODUCE EXCHANGES.

A meeting of the Legislative Council was held in the Council Chamber, yesterday afternoon. There were present:—His Excellency the GOVERNOR (Sir REGINALD EDWARD STUBBS, K.C.M.G.), THE OFFICER TEMPORARILY COMMANDING THE TROOPS (Colonel C. W. DAVY, C.M.G.).

Hon. Mr. CLAUD SEVERN, C.M.G. (Colonial Secretary).
Hon. Mr. J. H. KEMP, K.C., C.B.E. (Attorney-General).
Hon. Mr. C. M. C. MESSER, O.B.E. (Colonial Treasurer).
Hon. Mr. E. R. HALLIFAX, O.B.E. (Secretary for Chinese Affairs).

Hon. Mr. E. A. IRVING (Director of Education).

Hon. Mr. T. L. PERKINS (Director of Public Works).

Hon. Mr. H. E. POLLOCK, K.C.

Hon. Mr. LAU CHU-PAK.

Hon. Mr. HO FOOK.

Hon. Mr. A. G. STEPHEN.

Hon. Mr. H. W. BIRD.

Hon. Mr. A. O. LANG.

Mr. S. B. McELDERBY (Clerk of Councils).

NEW MEMBERS.

Col. C. W. DAVY, C.M.G., took the oath and his seat as a member of the Council in the temporary absence of

Lieut. General Sir G. M. Kirkpatrick, K.C.B., K.C.S.I.; and the Hon. Mr. A. O. Lang took the oath and his seat as the representative of the Hongkong General Chamber of Commerce.

MINUTES.

The minutes of the last meeting of the Council were approved and signed by the President.

FINANCE.

The COLONIAL SECRETARY, by command of H.E. the Governor, laid on the table Financial Minutes Nos. 115 to 121, and moved that they be referred to the Finance Committee.

The COLONIAL TREASURER seconded, and the motion was agreed to.

The COLONIAL SECRETARY, by command of H.E. the Governor, laid on the table the Report of the Finance Committee (No. 13), and moved that it be adopted.

The COLONIAL TREASURER seconded, and the motion was agreed to.

PAPERS.

The COLONIAL SECRETARY, by command of H.E. the Governor, laid on the table an Order made by the Governor in Council under section 9 of the Post Office Ordinance 1900, and the Report of the Committee appointed by H.E. the Governor for the purpose of considering what measures can best be taken (1.) To facilitate the prompt acquisition by applicants of sites which they require; (2.) To facilitate the prompt passing of building plans.

QUESTIONS.

The Hon. Mr. POLLOCK, K.C., pursuant to notice asked:—

1.—When does the Government intend to publish the Report of the Committee appointed by H.E. the Governor for the purpose of considering what measures can best be taken

(i.) To facilitate the prompt acquisition by applicants of sites which they require;

(ii.) To facilitate the prompt passing of building plans?

2.—What measures does the Government propose to take for the purpose of carrying out the recommendations made in the Report of the Commission on Child Labour?

The COLONIAL SECRETARY replied:—

1.—The Report has been laid before Council to-day.

2.—The Government is giving the report and recommendations of the Commission its careful consideration but is not yet in a position to state what measures it proposes to adopt.

THE TREATY OF PEACE (HUNGARY) ORDER, 1921.

The ATTORNEY-GENERAL: Sir,—I beg to move the first reading of a Bill intituled An Ordinance to modify certain provisions of the Treaty of Peace (Hungary) Order, 1921, for the purpose of adapting the provisions of the Order to the circumstances of the Colony of Hongkong.

The various Orders in Council made in England for the purpose of applying and enforcing in H.M. Dominions the various treaties of peace all require modification for the purpose of application to the Colony of Hongkong. Already Ordinances have been passed modifying several of the past Orders in Council, and this Bill proposes to make the necessary modifications in the Treaty of Peace Order which relates to the Treaty of Peace with Hungary.

The COLONIAL SECRETARY seconded, and the motion was carried.

The Bill was accordingly read a first time.

THE BUDGET DEBATE.

The COLONIAL SECRETARY: I beg to move the second reading of a Bill intituled an Ordinance to apply a sum not exceeding \$16,430,131 to the public service of the year 1922 and in doing so I have to point out for the information of hon. members that two numerical errors have been discovered in the draft estimates which will affect the figures in the Bill. The first occurs on page 65 of the draft estimates in the Education Department under the sub-head "other charges" where the figure in the second column opposite the sub-head "Students in training, Hongkong University; maintenance" should be \$8,830 instead of \$13,830. This mistake, I understand, arose from the fact that in the manuscript draft of the page there was a badly written figure in the line above. That will lead to certain consequential amendments and certain totals will have to be amended. The second error is on page 85 under "Kowloon-Canton Railway." The total on the right hand column should be \$64,230, instead of \$63,230. This mistake was due to an error in addition. It will involve certain changes in the totals on pages 86-92. In consequence of these errors it has been necessary to amend the Abstract of Expenditure which was laid on the table at the last meeting. I think members have before them the amended Abstract which shows the alterations. The general result is that the total estimate of the expenditure for 1922 is \$20,198,980 instead of \$20,207,980. I will move the necessary amendments in committee. I beg to move the second reading of the Bill.

The COLONIAL TREASURER: I beg to second.

THE HON. MR. H. E. POLLOCK, K.C.

THE UNITED VIEWS OF UNOFFICIAL MEMBERS.

Hon. Mr. H. E. POLLOCK, K.C.:—Sir,—I am expressing, in the first part of my speech, the united views of my unofficial colleagues as well as of myself. Later on, I shall be adding some personal remarks of my own and my colleagues who follow me will do likewise.

Whilst the unofficial members are in general agreement with the Budget as a whole, they desire to offer certain criticisms and to put certain questions. In regard to the form of presenting the draft estimates we desire to offer the following observations. We think that it would have been better (at pages 6-12) if an additional column had been inserted headed "Revised Estimate, 1921." We also think that it is advisable, in dealing with Public Works Extraordinary, that there should be an additional column, headed "Estimated expenditure to complete work," because, in the absence of such a column, it is in many cases difficult to make out whether the sum voted for 1922 completes the work in question or not. Furthermore, it is a matter of interest, in regard to the Finance of the future years, to know how much prospective expenditure we shall have to incur in future years in connection with works now in hand or being begun.

As regards the "University," we should like to know why the sum of \$800,000 does not appear as a liability in the statement of liabilities and assets of the Colony; and, while on this subject, we would express our earnest hope that, in future, no additional financial assistance from the revenue of the Colony; beyond that already agreed upon, will be required by the University.

In regard to item 4 on page 12, "conservancy contracts," we should like to know how it comes about that the estimate for 1922, \$62,700 so much exceeds the approved estimate of \$14,900 for 1921.

THE WANCHAI GAP TRAMWAY.

As regards the projected tramway to Wanchai Gap, the unofficial members would suggest that the question be gone into as to whether it would not be preferable to carry up such tramway (a little to the East of Wanchai Gap) almost up to the top of Mount Cameron, as it would seem possible that, with branch roads (ricksha roads) at intervals from the stations on such tramway, an increase could be made in sites available for building at different levels on Mount Cameron, the first station from the bottom being on Black's Link, the second and third at different levels above that, and the fourth station being at the top of the Tramway. It may also be pointed out, if it be suggested that the time is hardly ripe for such a tramway, that the tramway would take some time to construct and in the interim, when the present Peak Tramway was opened in May, 1888, there were then only about a dozen houses in the Peak District and had a dozen houses in the Magazine Gap District. Moreover a tram is obviously the only feasible means of approach enabling those who desire to reside in the Mount Cameron District and is also indispensable for the transport of provisions and other necessities.

In regard to Public Works recurrent, we concur in the remarks which will presently be made by the Senior Chinese Unofficial Member on the subject of levelling the road from No. 7 Police Station to the back of the Gas Works and also as to the desirability, from the point of view of the safety of the motoring public, of the Government resuming the Pavillion at the junction of Park Road and Bonham Road West.

Dealing now with Public Works Extraordinary, seriately, we have the following remarks to make:—

(i).—Re item 4, "Victoria Hospital Maternity Block," we should like some explanation as to how it comes about that the revised Estimate so far exceeds the original Estimate.

(ii).—Re items 5 and 16, namely new Offices for the Public Works Department and proposed Volunteer Rifle Range, we should like the Government to make it a matter of special urgency to push on with these Works, and also with item 57, the Kowloon Hospital, the commencement of work on which has been very much delayed. In fact when the speaker was recently over in Kowloon the site was absolutely untouched by the hand of man.

(iii).—As regards item 21 (c) "Road from Wanchai to Magazine Gap," we should like some explanation as to why the original estimate for this item was increased from \$30,000 to \$78,000.

(iv).—As regards item 25, "Construction of new Queen's Statue Pier," this is another of the Works which we would suggest ought to be pressed on, in the interests of the public. We understand that the \$97,000 mentioned in the total contract price for completion, and we would ask what is the contract date for completion.

(v).—As regards the Praya East Reclamation Scheme, we regret to learn that the contract time for the completion of his work is 6 years, and we would inquire what steps the contractor has undertaken to adopt to locomote trucks, etc. for the hastening on of the work.

(vi).—As regards item 74 (e) "Extension of Coronation Road northwards through hill (formerly K.F.L. II.)," we regret to see that less progress than had been anticipated is being made this year and we would inquire whether the estimated sum of \$12,000 for 1922 will complete the work.

(vii).—Re item 90 "Telephone fog signalling installation, Wanchai," we should like to know what is the contract date for completion.

(viii).—Re item 107 "Refuse dump, Cheungshawan," we should like some information as to the nature and purpose of this work, and as to why the estimated expenditure of \$40,000 in 1921 has dwindled down to \$6,000.

With regard to the item \$5,000 for Local Public Works in the Northern District of New Territories on page 35, we would suggest that a similar sum in lieu of the suggested sum of \$500 be handed over to the District Officer South for expenditure in the Island of Cheung Chau, where the residents spend a certain amount of their own money in what would normally be regarded as public purposes.

A question has been raised as to whether the Government is now deriving as much pecuniary benefit as it ought—reasonably might—do from the running of the Ferries to Samahui Po and Yau-mat, and the Unofficial Members would be glad if that question could be carefully inquired into before the present period of licence or extension of licence expires, especially in view of the recent considerable decrease in the price of coal.

News has been received here from time to time to the effect that Hongkong is to be included in the Imperial Wireless chain and the Unofficials would be glad to learn what information the Government can give them on the subject.

Another subject, as to the progress of which we should also like to be informed is one which has frequently been mentioned in this Council, namely, the prospect of the Kowloon-Canton Railway being linked up with the Canton-Hankow Railway.

PRODUCE EXCHANGES.

In conclusion of their joint remarks, the Unofficial Members would strongly urge upon the Government the imperative necessity for discouraging the formation of Produce Exchanges in this Colony. Such Exchanges come into existence for the mere purpose of gambling and are not intended to meet the legitimate requirements of trade and have been most strongly condemned at the recent meeting of the British Associated Chambers of Commerce at Shanghai, the following resolution having been passed in regard to them:—

"The Conference views with serious concern the establishment of a large number of produce and stock exchanges in Shanghai. It has reason to believe that the majority are not founded to meet the legitimate requirements of Foreign and Chinese merchants engaged in trade in Shanghai, but are enterprises of a speculative and gambling nature, and as such are a standing menace to the financial stability of Shanghai. The Conference urges the Consular Body to co-operate with the Chinese Government by supporting the Municipal Council in any steps taken for the licensing, registration and control of these Exchanges."

PERSONAL OPINIONS.

Those, Sir, are the general remarks of the unofficial members and myself upon the Budget:—I will now proceed to make a few remarks of my own on various subjects:—

1. The first remark which I have to make is that I hope that the Government will most vigorously press on the settlement of the terms of agreement for the transfer of the Military Establishments to the mainland, and thus give the Colony greater room for expansion on this side.

2. My second point is in connection with the opening up of King's Park for building sites. Some two or three years ago the unofficial members of this Council went most carefully into this matter with the late Director of Public Works, Mr. Chatham, and recommended that, apart from the golf links, the whole of King's Park, including the Rifle Range, should be thrown open for building purposes. In fact at that time all manner of schemes were being suggested by local architects for utilizing the available area to the best advantage, but the whole question seems to have been allowed to lapse.

3. My third point is to suggest a query as to whether the Government is wise in spreading out its expenditure over so many items, for it must be remembered that, on uncompleted items of work, whether they be Government buildings, or Quarters for Officers, or even motor roads, the particular work, whilst still in an uncompleted state is of no worth or utility whatever, and merely represents a loss of so much interest on the money expended on it. This point seems to me to be specially worthy of consideration, in view of the stupendous programme of Public Works for 1922—a programme which, although it looks well on paper, admittedly is not likely to be carried out in anything like its entirety.

In connection with delay in completion, the new quarters for Government Servants now approaching completion on the Severn Road are a most glaring instance of delayed completion; and I should like to be informed:—(1) When work was first begun on the sites for these houses; and (2) What is the total amount expended to date on these three houses? (3) What is the total amount expended to date on the three tennis courts appertaining to these three houses? (4) What was the contract date for the completion of these three houses and tennis courts, and whether there was any penalty clause in such contracts and whether it was enforced; and if not, why it was not enforced? (5) I should also like to ask why it was considered necessary to have a separate tennis court for each of these houses. Such a procedure savours of absolutely wasteful squandering of public money,—I refer to the tennis courts.

4. The question of the expensiveness of the Official Quarters on Severn Road naturally leads me to remark upon the very large sums which the Government is expending for the housing of its Officers at the Peak and at Leighton Hill. From items 1 and 3 (on page 76 of the Estimates, for 1922) it will be seen that the estimated total expenditure on such Quarters for 1921 is \$638,000 and that the estimated expenditure for such Quarters in 1922 is \$590,000, roughly speaking, six lakhs of dollars for each of the years 1921 and 1922.

For my own part, I regard such expenditure as being very extravagant from the Colony's point of view, having regard to the present high cost of building and to the fact that officers not entitled to free quarters, who occupy quarters supplied by the Government, only pay rent for such quarters at the rate of 6 per cent. upon salary and not at the rate of 6 per cent. upon the cost of the building.

Speaking for myself, I think that this system of expensive housing ought not to extend beyond the completion or erection of the Officers' Quarters, of which the Public Works Committee have already had notice.

In this connection I consider that the Public Works Department are very much to blame for setting up a very expensive standard of Officers' Quarters, both as regards number and size of rooms and the provision of tennis courts.

The average Peak resident in this Colony lives in a five-roomed house without any tennis court, but the Government Servant, who has taken his chance of housing with the average resident for many years past, is apparently to be placed in a much better position than the average resident.

Sir, I am not making these remarks in anyiggardly spirit.—In fact a few moments reflection will suffice to show that the Unofficial members of this Council are disposed to treat the Civil Servants in a very liberal spirit. Only a few years ago a system was brought in by which Government Servants could enjoy, when on leave, a much longer period of full pay than formerly. Then a payment of return passages scheme was made generally applicable, involving the Colony in considerable expenditure. Then a considerable percentage was added to the salaries of Civil Servants, in pursuance of the reports of a Commission, to make up for the increased cost of living. Next there is the payment of Government Servants at the very favourable rate of 12 dollars to the £, when the dollar is at 2s. 8d. or under, and although it may be that the sliding scale is not much more favourable than the old rate of four-fifths at 1s. 8d. and one-fifth at the rate of the day, it is more favourable than 10 dollars to the £, inserted in mercantile agreements. If, on the top of that, we are to house all our officers in superfluous houses at vast expense, and at a very inadequate rental in return, I think, Sir, that that would prove to be too heavy a charge upon our future revenue. That is the point at which I think we must draw the line as regards committing ourselves further, more especially as, with a lower exchange, the charge for Personal Emoluments of Government servants will fall heavily upon our Revenue.

5. The last point which I shall criticize on my own behalf is in connection with the following remarks of Your Excellency in introducing the Budget. You then said:—

"Under 'communications' the first five items are for works already in progress, and it is expected that all except the first item will prove remunerative undertakings. I may mention that one piece of land opened up by the new road to the Peak sold a few days ago for \$80,000, which is exactly the estimated cost of completing the road to Victoria Gap."

I regret, Sir, that I must criticize these remarks because I think they have been made under a misapprehension of my personal position in this matter. I was in favour of a road being carried up to the Peak, as far as Wanchai Gap, because I was under the impression that, in connection with it, and as a most important feature of that road and something absolutely necessary for the development of the Mount Cameron district, that a tramway should be run up the Wanchai Gap. I have been a consistent opponent of the road being carried from Wanchai Gap up towards the Peak.

H.E. THE GOVERNOR: The road? The Hon. Mr. POLLOCK: I mean the road from Wanchai Gap to the Peak. The cost of carrying on a road from Wanchai Gap to the Peak comes to a sum of roughly \$275,000—slightly more, and I may remind you in connection with that, that the estimated cost of a tramway from Queen's Road East to Wanchai Gap was \$150,000 only—in fact from the report of the Director of Public Works for 1920 recently laid on the table, page 47, item 101, we see that a survey and longitudinal section were made and also the necessary working drawings for the track formation, and the 1920 estimate was \$150,000. Therefore, it was not altogether a rough estimate by the Public Works Department. They had the necessary working drawings to go upon. Well, Sir, continuing with my criticisms of Your Excellency's remarks, I want further to point out that the extension of the motor roads eastwards from Wanchai Gap to Victoria Gap is not likely to cause any houses to be built which would not be built otherwise, with the exception possibly of a house for the Captain-Superintendent of Police on Mount Gough Hill. With regard to your remark that there was a piece of land sold for \$80,000 on the road to the Peak, that piece of land was to the eastward of the Wanchai Gap. It was on the lower part of the road, not on the road to the Peak proper, which I have always objected to.

With regard to the possibility of the further addition to the road between Wanchai Gap and Victoria Gap which is now contemplated, that is to say from "The Mount" down to Victoria Gap, I would point out that it is impossible to conceive that that will open up any fresh building sites having regard to the fact that that piece of road is in the Pokfulam drainage area, and, therefore, buildings would not be allowed to be erected on that road. I thought I had better make these remarks in order to make my personal position clear upon the question, and so that it may not be imagined that I am in any way departing from my previous position or compelled to depart from it, which is that the road ought not to have gone east of Wanchai Gap. As regards the piece of road at the back of Stewart Terrace and above the Peak Church, I think everybody will agree that the road will have the greatest difficulty in forcing its way through there and that it certainly will not open up any new sites. With these remarks I beg to express my agreement with my unofficial colleagues.

HON. MR. LAU CHU-PAK.

RICE GROWING IN NEW TERRITORIES.

The Hon. Mr. LAU CHU-PAK: Sir,—In supporting the remarks which my hon. friend opposite has made on behalf of the unofficial members, may I add a few words in reference to some other subjects which affect the Chinese? Plenty of capital would be forthcoming from private sources for the development of the waste land from Un Long to Fanling and Taipo for the purpose of farming, building and industrial enterprises, if greater facilities and encouragement were given to intending investors.

A scheme which my Chinese colleagues and I and several friends, by way of encouragement to new comers—have promised to support financially, is one for reclaiming a large tract of submerged and partially submerged land in a certain part of the New Territories for the purpose of growing paddy. This should suffice to meet all local demands for five or six months a year, thus rendering Hongkong less dependent on outside sources for the supply of rice. The scheme has been under the consideration of the Government for several years. More than twelve months ago, we were led to expect that a lease would be granted, but we have been waiting for this elusive lease up to this very moment. Unless radical improvement is introduced in dealing with applications for land in the New Territories, I fear that the development of the place will be slow, indeed. The scheme I have mentioned should do much towards the prosperity of the locality, in that rice-mills, vegetable-farms, fish-ponds, and even village cottages for settlers coming from across the border, would spring up in a short space of time.

PUBLIC HEALTH IN NEW TERRITORIES.

While on this subject, Sir, I should like to mention that certain natives of the New Territories, who owned land and houses at the time when the area was taken over by Great Britain, and who still own such land and houses, have been much perturbed by certain rumours, which may or may not be true, that the Government would shortly enforce in the villages in the Territories certain sections of the Public Health and Building Ordinance requiring the employment of qualified architects and the submission of plans to the Public Works Department for approval, before any old houses could be reconstructed or new houses built. Most of the people in the villages work from hand to mouth, and cannot afford to pay for what, in the circumstances, I may be bold to call such luxuries. Under the present law, they can build a small house for a few hundred dollars; but if they were compelled to comply with the requirements of the Ordinance, they would never be able to reconstruct their present houses, much less to build new ones. I recollect that shortly after the New Territories were taken over a special type of house suitable for the needs of the natives was devised in order to save them unnecessary expenses, while enabling them to comply with the law of sanitation. Why not resuscitate this design from the pigeon-hole of the Building Authority's Office, and see whether it could now be introduced? Those who can afford to build mansions, and such new settlers as prefer European building, could be made to comply with the Ordinance; but I respectfully submit that the poor villagers, who constitute the majority of the population, should be left with as few legal encumbrances as possible.

(Continued on page 1.)

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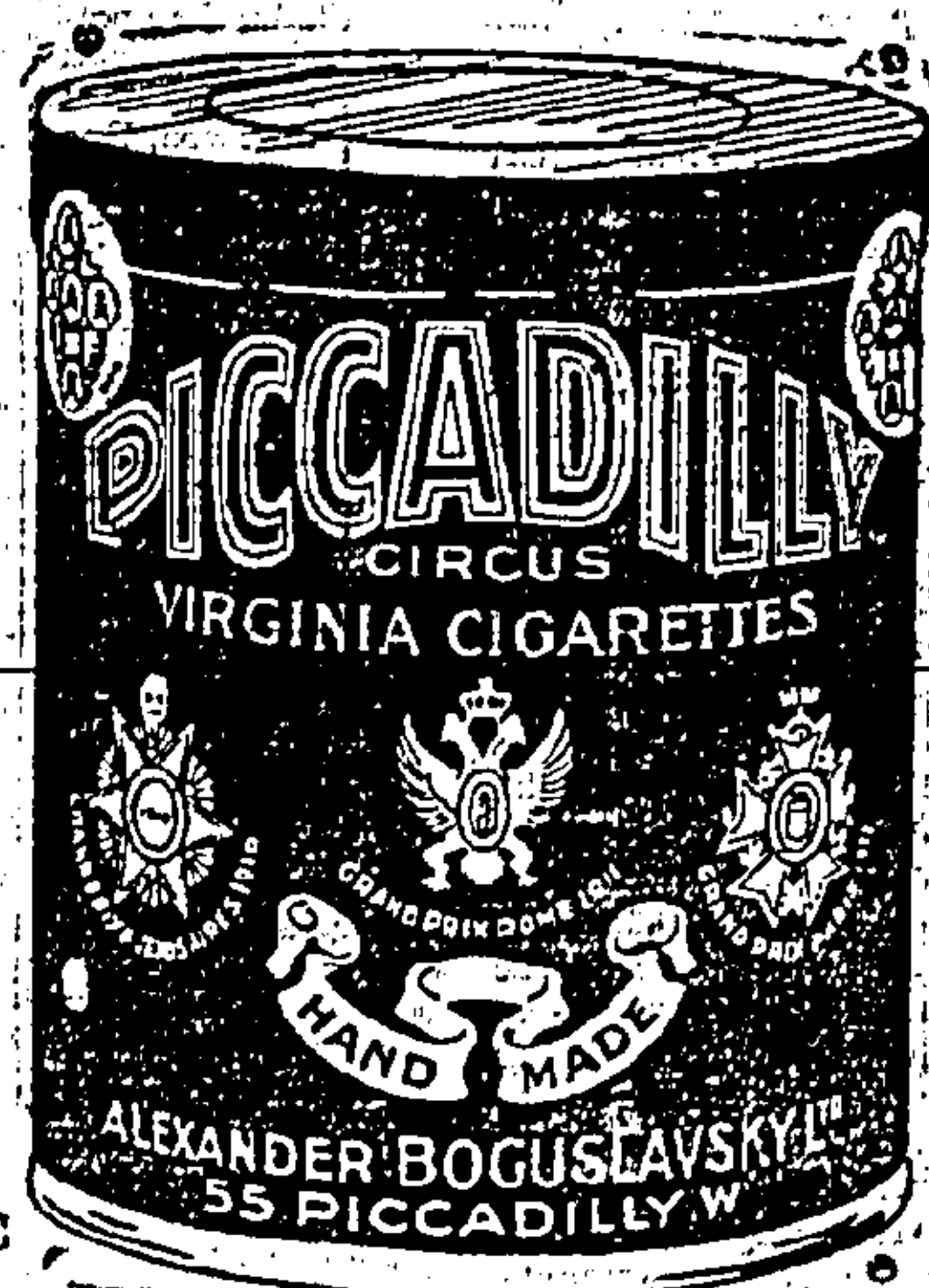
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(Continued from page 3.)

LAND RESUMPTION.

There is another matter about which the people of the New Territories have recently spoken to me, and that is that they would not in future be allowed to sell any land without having first obtained the consent of the Government. They cannot understand this proposed law. They say that for certain land, which has been resumed by the Government, they received only one cent, a square foot, while the land could have fetched 5 to 10 cents a square foot, if sold to private individuals. I do not know whether this is true or not, but if it is, the owners have certainly been unfairly treated. They connect the rumour about the proposed law with this matter of resumption, and this attitude of mind is not conducive to the contentment of the people. If there is no foundation in the rumour, I hope that a contradiction will be made as soon as possible.

THE MORTUARY AT SHEK-TONG-TSUI.

I would now deal with the public mortuary at Shek-tong-tsui. For years the inhabitants of the neighbourhood, on account of the unpleasant odour and depressing sights, have repeatedly asked the Government to have it removed. The last announcement made by the Government was that it was difficult to find a suitable site to remove it to, and that as the cost of removal and rebuilding would be rather heavy, the applicants should bear a share of it. Since then many more Chinese buildings have been erected in the neighbourhood, and I submit that, if for no other reasons than that of public health alone, the mortuary should no longer be allowed to remain where it is. The site, when sold, should sufficiently compensate for the expenses involved, as the value of land in that locality has risen to more than \$3 a foot, as compared with about (at most) \$1 when the last official announcement concerning the site was made. Suitable sites are, I think, available in more isolated places, such as along the Pokfulam and Jubilee Roads, or somewhere in the neighbourhood of the Kennedy Town Hospital.

ROAD IMPROVEMENTS.

I would bring to the notice of the Hon. Director of Public Works the gradient of that part of Queen's Road West between the No. 7 Police Station and the Gas Works, which renders motor traffic difficult and dangerous. The corner of Pokfulam Road and Queen's Road West immediately in front of that Station should be rounded off for the same reason. There is at present a private pavilion standing in the junction of Bonham Road and Park Road, which is a source of danger to the public. The site is somewhat in the shape of a triangle, with a very sharp corner on the west side. To make the place worse for traffic, the point is further sharpened by a rockery. The walls and the building on the site obscure the view of people or vehicles going up or down Park Road. Accidents, more or less serious, have already taken place at that spot, and they were entirely due to the existence of this pavilion. Park Road is very much used in going up to Robinson Road and from there down to Bonham Road. I strongly urge that the place should be at once resumed by the Government, or if that could not be done (though I do not see why), a considerable portion of it should be sliced off. It is not a question, whether or not the traffic in that locality is such as will justify the cost of the resumption; it is a matter of public danger which will grow in the near future, when the new St. Stephen's Girls' College has been built in the immediate neighbourhood.

DEPORTATION ORDINANCE.

I take this opportunity to say a few words in connection with the Deportation Ordinance, recently introduced and passed. Many Chinese view with alarm the possibilities of such an enactment. Under it, any one, whether he is a British subject or not, is liable to deportation by the mandate of the Executive. I do not say that the law would be enforced arbitrarily, but when it exists, it affords a chance—however remote—for its being so exercised. The law, as it now stands, affects certain sections of the Chinese more than it does any other people, more than even the English, for they can return to their native land, whereas the native of Hongkong and of the New Territories have their permanent homes in these two places only, and would have nowhere else to go to, if forced out of the Colony. I submit this point for the favourable consideration of the Executive so that the liberty and livelihood of the native-born of this Colony may be better assured.

MORE SCHOOLS WANTED.

In conclusion, Sir, I may mention that the Chinese are now very keen on opening more vernacular schools for the poorer class of Chinese children. Since the opening of the Man Mo Temple school by Your Excellency many more schools have been founded all over the Colony, but their number is still inadequate to meet the needs of the people. The grant for such schools is bound to increase in future years.

HON. MR. HO FOOK.

THE VOTE FOR EDUCATION.

The Hon. Ho Fook: Sir, I desire to endorse the remarks of my Chinese colleague in so far as they relate to the advisability of giving facilities for the development of the New Territories, removing the Mortuary, and exercising great caution in the banishment of a certain class of British subjects. It will be gratifying to the Chinese community to know that provision has been made in the Estimates for an increase of \$38,000 in subsidies to the elementary vernacular schools. Situated, as the Colony is, within a stone's throw of the mainland, compulsory education seems to me to be out of question unless it is enforced simultaneously in China, but I would respectfully submit that it is the duty of the Government gradually to increase the vote for education from year to year until there will be enough schools for all the children whose parents desire to give them some education.

HON. MR. H. W. BIRD.

THE HOUSING PROBLEM.

The Hon. Mr. H. W. Bird: Sir, I wish to associate myself fully with the words which have fallen from my colleagues and to join in the congratulations to the Government on the Budget which is now before us. I propose to make a few further remarks which may or may not have the approval of the other unofficial members on matters which I consider of importance.

THE GOVERNMENT CIVIL HOSPITAL.

I regret to see that further money is to be spent on the Government Civil Hospital, a building which is a standing disgrace to the Colony. It has been said by Government Officials when the question of its removal has been mooted—"We can't find a site." I suggest, Sir, that a portion of Morrison Hill when cut down be utilized for the purpose and that an area sufficient to accommodate the Hospital and Lunatic Asylum be left so that the buildings when completed would be slightly above the others in the neighbourhood.

NEEDS OF CHILDREN.

I hope the Government will make a new garden for the Peak children as soon as the new motor road is completed, their principal play ground having been destroyed.

Will the Government consider the advisability of providing seats in Statue Square so that the children who are so frequently seen in that neighbourhood need not have to sit in the gutters? A policeman might well be stationed there to prevent the seats being occupied by coolies.

KING'S PARK RIFLE RANGE.

The question of the removal of the King's Park Rifle Range should be considered immediately, or failing its entire removal some alteration in the layout of the ranges should be made. Stray bullets, probably ricochets, have been found from time to time in the walls of the Kwong Wah Hospital, and the Steam Laundry, and I have with me a bullet that went through a window in the latter building a few days ago at a height of 5 ft. 6 in. from the ground at the height of a man's head. A coolie working on the roads in Yau-mat was actually struck by a bullet recently and was luckily not seriously injured. It would seem to be possible to alter the direction of the ranges by placing them E. & W. instead of N. & S. as at present. Some change in the layout of the Kowloon Golf Course would probably be necessary.

INTERNATIONAL RACE COURSE SCHEME.

It is to be hoped that the Government will give a sympathetic consideration to the scheme for an International Race Course and Recreation Ground at Tai Po, Hongkong. A track 1½ miles round could be laid out here with ample room for stands and stabling; the inside of the track could be utilized for football, cricket and baseball grounds. The recreation grounds of the Colony are at present taxed to their utmost and some fresh outlet is urgently needed.

THE LAND SALES QUESTION.

With regard to Land Sales, the Government was asked to dispose of land by private treaty in non-urban districts and we were told that the Government could not see their way to do so; they wanted to obtain the full value of the site—so I venture to make a further suggestion which is that the original applicant for the land should have the option of purchasing the site lot at the price at which it is eventually knocked down. I believe that this system obtains in Macao.

HOUSING PROBLEM.

With reference to the Housing Problem, I would ask the Government to give more assistance to the prospective householder. At the close of your speech, Sir, when introducing this Budget and touching on the Housing Problem you remarked: "wide roads, good drainage, an adequate water supply, and cheap and efficient means of transport are some of the ends in view." The road programme in this year's Budget is a fine one, and I admit that roads are the first consideration, but always behave sympathetically or co-operatively with regard to the other items viz.: drainage, water-supply and transport. For instance, the Government will sell a site and make a stipulation about the water supply that either damns the whole scheme or else it causes intense irritation to the building owner. I quite understand that the Government cannot be expected to carry a water or drainage service to every isolated spot on which some individual may choose to build, but I can quote a case in a district which the Government is fully aware is going to be built up to a large extent, and where they have undertaken to lay on a supply of houses, and yet they make the owner spend over a thousand dollars in taking his own pipe there to provide

water. Why not do so at once? Whilst speaking on the subject of water supply, I suggest to the Government the laying of a pipe across the harbour at the earliest possible moment to bring water from the mainland. Only this year, in spite of the fact that we have had 18 inches rainfall above the average, the P.W.D., at one time, seriously contemplated putting certain districts on the rider mains. The supply of water from the mainland is, I believe, inexhaustible, so the sooner we bring it across the harbour the better.

Another grievance against the Government on behalf of the prospective house owner is the upset price of land in outlying districts—that is to say for pioneers. The first lot sold in Tai-po was sold at \$100 per acre, and that is a reasonable rate. No sooner was that lot disposed of than the price was immediately raised to 3 cents per sq. ft., with the result that no further land has been sold there since. It would appear, Sir, that the Government is afraid lest anybody should make any money out of these transactions. Pioneers in a district must have preferential treatment to compensate them for the risk that they run in investing their money in a locality which may turn out to be unsuitable.

COST OF BUILDING.

The present cost of building is a subject which deserves more than a passing consideration, and I believe the Government could do something to help the public in this matter. There was a Societies Ordinance which prohibited the formation of trade societies without permission. That Ordinance was repealed, I understand, some time last year, and since then any number of societies have been formed in the building trade, all of which tend to increase the price of building and to keep new workmen from settling down in the Colony. To give an example, I am credibly informed that any scaffold builder arriving in the Colony has to join the bamboo workers' guild, and has to pay an entrance fee of \$30. Now it will be readily understood that few men in that station of life have \$30 to spend in joining a guild; consequently new scaffold workers do not arrive, and this applies to other trades as well. I would ask the Government to replace the Societies Ordinance on the Statute Book.

DUMPS FOR BUILDING MATERIALS.

I was glad to see in the estimates a sum provided for a landing stage opposite Wing Wo Road, which is designed to be used as a temporary dump for building materials on landing. This will be welcomed by the contractors for they were always being harried by the police and fined for dumping materials on the Praya when landed from junks. One may be sure that the contractor takes this into account when making his tender and it is one of the items that goes towards increasing the cost of building.

Another item which often is costly to the building owner is the disposal of surplus spoil during the formation of a site, and I would ask the Government to give more assistance in this matter and not impose such drastic conditions when any permit is granted. It is to be noticed when the Government builds a road the spoil is allowed to be dumped over the side apparently without let or hindrance—any private owner doing so is immediately mulcted in a fine. The matters I have mentioned if sympathetically dealt with would go far to help to reduce the cost of building in the Colony.

THE NEEDS OF THE SMALL SALARIED MAN.

Reverting once more to the Housing Problem it would seem that the most urgent need at the moment is to provide accommodation for the small salaried man, that is to say, small houses with gardens easily accessible are required at a rental of from \$50 to \$80 a month, including taxes; and I still maintain that the removal of the Dairy Farm is the solution of the problem. The tramway to Waichai Gap will not help matters because the cost of building at that level is too high; also the sites (save a very few) would not be ready-made and access to same would be costly. I would be the last person in the Colony to wish to interfere with the Dairy Farm Company's activities or to stunt its growth in any way, because I am fully aware that a tremendous asset is to the Colony, but I cannot and will not believe that it would fail to flourish elsewhere. It will take time and trouble but I feel sure that sooner or later its removal must come about. The Government servants are now being provided with good houses at low rentals, and as the Senior Unofficial Member said: it is to be hoped that the present programme will complete the supply as far as the Peak is concerned. Many of the firms have purchased houses for their staff and are letting them at reasonable rents, but apparently no provision is being made for the men to whom reference has been made, and whilst it would seem that accommodation on this side is preferable on account of accessibility, if the ground is not available we must look to Kowloon. The railway there from Hung Hom to the Tunnel mouth might be lined with small houses of the nature suggested—later on the foot hills around King's Park will doubtless be made accessible by means of roads. In this connection I would ask that the site suggested for the New Kowloon Cemetery be not adopted. Some day that valley will be required for a recreation ground and the hill and slopes surrounding it will be covered with houses. I agree with you, Sir, that we should take a long view of the future position both as regards the island and the mainland. The census shows a continued increase in the European and Chinese population, and it seems incredible that Hongkong should stand still. I may be accused of being over optimistic, but no pessimist I ever met was endowed with anything that seemed to encourage him to look upwards and enjoy the heights.

Both the uplooker and the down looker, Sir, may be apt to jump into the lamp-post of reality, but I believe more good is done in the world by optimism than by the reverse.

HON. MR. A. G. STEPHEN.

WIDER ASPECTS OF THE COLONY'S FINANCES.

The Hon. Mr. A. G. Stephen: The Senior unofficial member and my two unofficial colleagues have dealt so ably and in such detail with the various items of the Budget that I do not propose to do more than invite your consideration to a few of the wider aspects of the finances of the Colony. Although this is considered generally to be a highly taxed community, living expenses have increased enormously during the last fifteen years. Men of the Foreign Community of moderate means find it difficult to live decently and provide for the education of their families at home, while the labouring classes, although their wages have increased, seem no better off than they formerly were. Various factors account for this: since the war the value of money has decreased all over the world, but I think the principal reason here is the great increase in rents which has affected all classes, and I hope the Government will very seriously consider the remarks which have been made by Mr. Bird. The Government dealt with this question last summer—reluctantly I am sure, as it is, as a rule, not good policy to interfere with the ordinary law of supply and demand. But I think the root of the trouble should be sought for. It is a matter of common gossip that there is a ring of contractors here in combination which has forced up the cost of building beyond all reason. The price of one service to the community reacts on the price of everything else, and until housing accommodation is available for all classes at a moderate rate, Hongkong can never regain its old reputation as a cheap port.

LIVING FROM HAND TO MOUTH.

It appears to me that the Budget has hitherto been framed with almost sole regard to the amount of money which the P.W.D. can expend. Some months ago you raised the rates and when in the course of a few weeks you found the P.W.D. were not likely to spend so much as was expected, you lowered them again. If you increase that establishment so that the Public Works in hand can be more expeditiously proceeded with, you will, following the precedent of recent years, have to increase your taxation to keep pace with their activities. I think that principle is entirely wrong; the Government is creating what will be an enormously valuable property in Kowloon, and on this island by its various schemes of road-making and reclamation, and it is at the same time living from hand to mouth. No Municipality and no Government I have ever heard of have attempted Extraordinary Public Works to the extent you do here, and try to meet the cost out of current revenue.

SCIENTIFIC TOWN PLANNING.

Hongkong is now, perhaps, the most important port, politically and otherwise, in the British Empire. It is the foundation of our foothold, of our influence in the Northern Pacific. It has grown out of all knowledge during the last 30 years, and if anything can be certain, it is that the progress of Hongkong must continue at a much greater rate in the future than in the past. Taking a large view, I think it is high time that the Government took in hand a scheme of scientific town planning. I have no doubt but that the excellent but overworked officials of the P.W.D. have planned ahead considerably. Town planning is a special art, and they cannot be expected to devote enough time to this, even if any of them had the necessary experience. I would suggest, therefore, that a town planning expert should be engaged to draw up a scheme to provide for the expansion of the Colony for the next fifty years. Expenditure on Public Works could be regulated according to this plan, and it could then be decided what would be a fair proportion of the cost that the present generation should bear.

The Colony has no debt to speak of, and assets of enormous potential value; so it is in a fine position and its credit stands very high, and if borrowing were found to be necessary, which it would not be for some years at least, it could secure money on most favourable terms.

LACK OF FORESIGHT.

All the great British ports of Asia are suffering from the lack of foresight of past generations. Shanghai is in the same case, and enormously expensive resumptions of land have to be made to provide for increases in traffic. Our predecessors built as if they expected no development to speak of. The Dutch, on the other hand, had wider views; the Stadthouse in Batavia built 250 years ago is still efficient for the purpose for which it was built, and the town of Batavia and the other cities in Java are so planned that no expensive resumptions of land for street widening purposes are ever necessary. One of the first things Americans did when they occupied the Philippines 20 years ago was to engage the great town planner, Burnham, to lay out Manila City, which is growing up on the lines laid down by him, which provided for expansion for centuries to come. I think the time has come for us to follow their example and discontinue this hand-to-mouth policy. It will very likely be found that if we abandon the policy of scrambling to undertake the expenditure of the P.W.D., it may be possible in time to remit a considerable percentage of the present taxation.

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SHIDZUOKA MARU ... Friday, 25th Nov., at 11 a.m.

HAKONE MARU ... Friday, 9th Dec., at 11 a.m.

YOKOHAMA MARU ... Friday, 23rd Dec., at 11 a.m.

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HAMBURG, via LONDON & ROTTERDAM.

MATSUYAMA MARU ... Wednesday, 23rd November.

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KAMAKURA MARU ... Wednesday, 7th Dec.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday.

Island, Townsville & Brisbane.

AKI MARU ... Tuesday, 15th Nov., at 11 a.m.

TANGO MARU ... Tuesday, 20th Dec., at 11 a.m.

NIKKO MARU ... Tuesday, 17th Jan., at 11 a.m.

NEW YORK, via PANAMA & CUBAN PORTS.

DELAGOA MARU ... Friday, 25th Nov.

NEW YORK via SUEZ.

TSUYAMA MARU ... End of December.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via CAPE.

KAWACHI MARU ... Wednesday, 16th Nov.

BOMBAY via Singapore, Penang and Colombo.

GENOA MARU ... Friday, 18th Nov.

CALCUTTA via Singapore, Penang & Rangoon.

MORIOKA MARU ... Thursday, 24th Nov.

NAGASAKI KOBE & YOKOHAMA.

TANGO MARU ... Thursday, 17th Nov.

NIKKO MARU ... Friday, 18th Dec., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

BAMBOO MARU (omitting Shanghai) ... Thursday, 17th Nov.

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YOKOHAMA MARU ... Sunday, 20th Nov., at 11 a.m.

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HOW THE "QUEST" WILL SERVE THE WORLD.

[BY SIR ERNEST SHACKLETON.]

To the vast majority of people the setting out of a Polar expedition conveys primarily the idea of adventure amid ice, snow, glaciers, and icebergs and stormy seas, and especially in regard to Antarctic exploration—penguins and seals. This idea is in the main correct, but it does not reach out far enough to the true inwardness of Polar exploration.

I know that in my own case—and it is the same with most of the men with whom I have been in contact during the last 20 years in the work of exploration—the adventure is the main-spring of the effort, and the fact that it is adventure appeals not only to those who go but also to those who stay behind. I will not deal with the adventure side now, but treat rather of the other factors which are of importance in Polar exploration—factors which make not only for the advancement of general scientific knowledge but also for the benefit of the economic world.

With regard to Polar exploration the question is often asked, "What is the good of it all?" The thought at the back of this question is, "What is the financial gain of such exploration?"

I will give one or two of the broad lines of Antarctic research which will show that there is an economic value for the world in Polar exploration. It has been estimated by competent authorities that the total cost of Arctic and Antarctic exploration for the last 100 years has been approximately two million pounds, while the value of the direct and indirect economic results accruing is set at twenty-five million pounds.

MAGNETIC OBSERVATIONS.

There are two outstanding branches of science of supreme importance to the shipping of the world and to the farmer and stockbreeder—magnetism and meteorology. Every ship that sails the ocean is dependent upon the accuracy of our knowledge of the various magnetic elements which cause errors of the compass. Now in order to define these elements accurately it is necessary that observations should be made in very high latitudes, as near as possible to the magnetic poles, and from the data there obtained the Admiralty incorporates any corrections in the magnetic charts used by all mariners, so that every ship using these corrected charts saves time by making a more accurate course on a voyage.

It does not mean much for one ship, but in these days of fast steamers, in which every hour counts, the saving of time is more important than it was in the old days of the sailing ships. As I say, one ship does not count for very much, but thousands of ships yearly sail north for Australia, New Zealand, South Africa, and South America, and the total time saved becomes a very important factor. Thousands of hours of coal, wages, and so forth come into the account, and this saving, of course, accumulates as the years go on. If Columbus had had an accurate magnetic chart he would have made the course due west instead of finding himself far south before he touched the western continent.

A great part of the work of the *Quest* is the taking of accurate magnetic observations, and this work will be greatly facilitated, we hope, by the up-to-date methods in our little ship. Our gyroscopic compass will be of great use to us in this work, and every scrap of knowledge that can be gained about terrestrial magnetism will make for greater speed between the ports in navigable waters.

METEOROLOGY.

Now I turn to meteorology. This exact science has often been derided and has been the butt of comic papers, because the forecasts in this country do not always coincide with the weather experienced. This is due largely to the fact that England and Wales being an island and not land of a continental nature were more subject to fluctuations than large continental areas. However, with the advance of wireless telegraphy the weather likely to be experienced can be much more accurately determined. In all countries meteorological system are of supreme importance to stock-raisers and farmers in general.

To come to concrete facts regarding meteorology and Antarctic exploration, we must realise that the great Antarctic continent embraces approximately 44 million square miles. It is the breeding place for the majority of the winds and storms that come up from its broad, white bosom, and the snows that are blown from this cold region fall in the form of rain on South America, South Africa, Australia and New Zealand, all of which are stock-raising and farming countries. The knowledge we can gain as to the weather conditions in the Antarctic will enable us to determine with greater certainty the probable rainfall and weather in the southern inhabited lands.

We must go to the heart of the problem in order to gain the necessary result. We know now that a hard winter in the Antarctic generally means a plentiful rainfall in the southern lands, and in due time, with the assistance of wireless observers, we shall be able to inform the farmers what sort of weather they may expect, and their experience will tell them whether they should concentrate on one sort of stock or another.

We may be only on the first rung of the ladder that leads to perfect knowledge, but unless these first steps are taken there can be no advancement of human knowledge. If explorers in the old days had not pushed out in their little ships the world as we know it to-day would not exist and the inhabitants would be confined in a restricted area with a cramped existence.

(Continued at foot of next column.)

WEATHER REPORT.

November 14th, at 12.10.—Pressure has decreased slightly from Weihaiwei to Hongkong and London.

The typhoon appears to be nearly stationary in latitude 19 deg. N. and longitude 119 deg. E.

Information concerning the Yap-Guam typhoon is lacking.

November 14th at 12.52.—Warning to Hongkong, Coast Ports, &c.—A typhoon in Lat. 19 deg. N. and Long. 119 deg. E. stationary or very slow; position uncertain.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since 1st Nov. 1.18, 96.90 inches; average of 51.57 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Direction: Force: Forecast: Loughs to Gap Rock — N. winds, fresh; fine. Formosa Channel — Northerly gale. South coast of China between the same as Hongkong and Main — No. 1. South coast of China between the same as Hongkong and Main — No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

NOVEMBER 14th, 1911.

Station.	Hour.	Barometer at Sea Level.	Thermometer.	Humidity.	Wind.		Weather.
					Direction.	Force.	
Vladivostok	5 a.	29.98	87	—	ENE	3	b
Nemuro	—	—	—	—	—	—	—
Hakodate	5 a.	—	—	—	—	—	—
Tokio	—	—	—	—	—	—	—
Kochi	—	—	—	—	—	—	—
Nagasaki	—	—	—	—	—	—	—
Kagoshima	—	—	—	—	—	—	—
Oshima	—	—	—	—	—	—	—
Naha	—	—	—	—	—	—	—
Ishigakiima	—	—	—	—	—	—	—
Bonin Island	—	—	—	—	—	—	—
Weikwei	6 a.	30.05	80	100	ENE	2	b
Hankow	—	—	—	—	—	—	—
Ichang	—	—	—	—	—	—	—
Chungsha	—	—	—	—	—	—	—
Shanghai	—	30.14	85	100	ENE	1	bf.
Guntsuf	—	30.26	88	94	W	0	b
Sharp Peak	7 a.	30.39	84	78	W	1	b
Amoy	—	30.56	87	84	ENE	4	b
Swatow	—	—	85	84	ENE	2	b
Taihoke	—	29.91	69	86	ENE	4	b
Taipei	—	29.88	69	—	ENE	4	b
Tientsin	—	29.73	68	—	ENE	4	b
Kobe	—	—	—	—	—	—	—
Pescadore	—	—	—	—	—	—	—
Canton	—	29.99	58	—	—	2	b
Hongkong	—	29.31	68	32	N	4	b
Gap Rock	—	29.91	—	—	N	4	b
Macao	—	29.92	63	39	ENE	4	b
Wuchow	9 a.	—	—	—	—	—	—
Pakhoi	—	—	—	—	—	—	—
Hoihow	—	—	—	—	—	—	—
Phuient	7 a.	—	—	—	—	—	—
Tourans	—	—	—	—	—	—	—
Capot James	—	—	—	—	—	—	—
Aperti	6 a.	29.69	75	86	—	0	o
Dagupan	—	29.63	75	94	ENE	1	r
Manila	—	29.76	75	88	ENE	1	o
Legaspi	—	29.71	77	88	SW	2	o
Iacloban	—	—	—	—	—	—	—
Iloilo	—	29.69	81	87	—	3	o
Burigao	—	29.76	77	92	—	1	o
Guan	4.30	29.81	—	—	ENE	4	o
Yap	4.47	—	—	—	—	—	—
Ladron	6 a.	29.81	77	96	SW	4	o

CABLES.

LATEST CABLES.
(THROUGH REUTER'S AGENCY.)

WASHINGTON CONFERENCE. FRENCH AND ITALIAN NAVAL STRENGTH TO BE DISCUSSED.

LONDON, November 14th.

The question of the future of French and Italian naval strength has not been lost sight of in Mr. Hughes' disarmament scheme. The Secretary of State has not thought it at present necessary to discuss those nations' tonnage allowance but has proposed that the matter be dealt with later.

THE 'BOLDNESS' OF MR. HUGHES' SCHEME.

The very boldness of the conception of the disarmament proposals has "staggered humanity." There is no question, however, of the cordiality of the reception accorded to the plans in principle. In Britain, no less than in the United States, the grand sweep of the scheme and the transparent sincerity of its presentation has captured public imagination and admiration is tempered only by a quite comprehensible reserve regarding vital considerations which must engage attention if the proposition can be hammered into shape for common acceptance. Mr. Hughes' dramatic plunge in *medias res* is contrasted with the old-time diplomatic manner of approaching problems gradually—almost stealthily. Hope is expressed that the Japanese will share American and British appreciation of the courage of the statesman who submitted the proposition although it is recognised that some experts among the world's three naval powers will find it very hard to acquiesce in the scrapping programme.

U.S. SUFFERS GREATEST LOSS.

It is pointed out that under the scheme by far the greatest loss will fall on America as her ships are near completion. On the contrary no battleship or cruiser is being constructed in Great Britain, though a contract is signed for the laying down of four, costing \$23,000,000. It is conceded that a very searching question is addressed to Japan if she is asked to consent to a permanent reduction of strength of 300,000 tons compared with Britain and the United States with 400,000 tons each, but it is pointed out that the alternative to acceptance is competition in which she is sure to be worsted and reduced to an even more unfavourable position. While, however, a degree of enthusiasm is manifest at the prospect of the leading naval powers agreeing to big cuts, the important fact is not lost sight of that the question of a naval holiday and agreement on Far Eastern questions are interdependent.

IMPORTANT QUESTIONS.

Among the few points at present mentioned requiring investigation are the questions of relative French and Italian navies if Mr. Hughes' scheme is adopted; Britain's necessity for an ample supply of light cruisers to protect her maritime communications; the construction of merchant ships which can be readily armed and converted into cruisers; and the effect of the proposed change upon the total relative strength by land and sea together, of the different powers.

BRITAIN'S ATTITUDE IF WORST COMES.

An explanation of why America is alleged to have dropped an important part of her naval scheme which was previously intended to be embodied in Mr. Hughes' plan is offered by a French correspondent at Washington who says that England indicated what her attitude in the Pacific would be if the worst came to the worst. She explained what she would make of the Singapore base and her definition of policy favourably impressed. American circles which were naturally fearful of the fate of the Philippines in the event of a Japan-American conflict. Such fears have now been removed and America is consequently willing to pledge herself to a scheme of naval limitation which confirms the British navy in its present position upon the world's sea routes. It would have been difficult for Britain to initiate a policy amounting to virtual suppression of the Anglo-Japanese Treaty if the United States spokesmen had shown reluctance to make concessions to Japanese interests in the Far East, but the danger of such a yielding policy is now remote at least as far as Southern Manchuria and perhaps Eastern Mongolia are concerned.

Baron Katō hardly disguises the fact that the conclusion of a naval agreement implying abandonment of the Japanese programme ought to be dependent on the conclusion of a political agreement about the Far East. The correspondent also states that the Japanese make no forecast of American islands in the Western Pacific, the touchstone of American policy throughout the Far East. American circles recognise that the creation of such a fortified base would mean the end of limitation of armaments, but they consider it unnecessary to insert a distinct pledge in the convention as it would inevitably have a unilateral character. The correspondent adds that Mr. Hughes told a friend of his, "Don't worry about the Far East."

HARPER CABLES.

LIMITATION OF ARMAMENTS.

New York, November 13th.

Mr. Hughes' proposals, for limitation of naval armaments, have created as great a sensation in the United States as abroad. The newspapers consider that the proposals constitute a great advance, and stress the fact that the United States Government pledges itself to a larger reduction than is asked from others.

JAPANESE AMBASSADOR APPROVES.

LONDON, November 13th.

Interviewed by the *Sunday Express*, Baron Hayashi believed that Japan would agree to President Harding's programme if American pledged herself thereto, and declared that America and Japan had been friendly for years. If one does not build capital ships, the other has no need to do so, as there is no third power to constitute a menace in the Pacific. Baron Hayashi thought the programme should be acceptable to all the Powers.

FRENCH PREMIER AGAINST ARMED PEACE.

PARIS, November 12th.

In an interview with the *Havas* special representative at Washington, the French Premier stated: "We have come with the sincerest desire to reach an agreement giving the world real peace instead of an armed peace. France will do her utmost to create all around a peaceful atmosphere in which the peoples can work in a spirit of perfect security."

DEMONSTRATION OF SYMPATHY FOR FRANCE.

WASHINGTON, November 13th.

After Mr. Hughes had outlined the American plan to limit naval armaments there was a spontaneous demonstration of sympathy for France. Shouts of "Briand! Briand!" were raised, and the French Premier delivered an impromptu speech. He said that in immediately accepting the invitation to attend the conference France was actuated by a strong feeling of friendship for America and by her own ardent desire for peace. Although she was still surrounded by great dangers, she was anxious to find some means of limiting armaments. She had already taken steps in this direction, and was prepared to go as far as possible. As soon as her position was made safe, she was ready to lay down arms. Mr. Briand was loudly applauded, and the cheering broke out afresh when a translation of his speech into English was read out.—*Havas*.

INTERNATIONAL LABOUR CONFERENCE.

THE FARM LABOURER'S RIGHTS.

GENEVA, November 13th.

The Labour Conference has adopted a Convention, which guarantees farm workers the same rights of association and combination as industrial workers. Mr. Barrett and Sir (Thomas) Oliver, the Australian and Australian Government delegates respectively and Messrs. Cookson, Parsons, and Tamura, the Australian, Canadian and Japanese employers' delegates, opposed the Convention. Messrs. Izumika and Okamoto, the Japanese Government delegates, abstained from voting.

The conference also adopted a convention giving farm workers the benefit of laws providing compensation for accidents while it adopted a recommendation urging the Governments to extend to farmers the benefits of sickness, invalidity, old age, and insurance arrangements.

RUSSIAN FAMINE.

NANSEN'S COSTLY PLAN TO RESTORE PROSPERITY.

GENEVA, November 13th.

Speaking at an informal gathering of the International Labour Office, Dr. Nansen outlined a simple, though bold and costly, plan for the restoration of Russian economic prosperity. The plan involved the dispatch of motor-ploughs on a large scale to the famine areas, with experts to instruct the peasants in their use.

ARMISTICE DAY IN FRANCE—QUIET CELEBRATION.

PARIS, November 12th.

The third anniversary of Armistice Day was celebrated throughout France in a quiet way, large crowds paying their respects at the French and Allied military tombs.—*Havas*.

COAL PROFITEERING IN FRANCE.

DRASTIC MEASURES ADOPTED.

PARIS, November 12th.

The Government has decided upon new and drastic measures to keep down coal prices and to curb profiteering.—*Havas*.

MILLIONAIRES WIFE DROPS DEAD.

(LAKESIDE, N.J.), November 14th.

Mrs. George Jay Gould dropped dead while golfing with her husband.

FAR EASTERN CABLE NEWS.

(THROUGH REUTER'S AGENCY.)

MARSHAL JOFFE DEPARTS.

MARSHALLS, November 11th.

Marshal Joffe embarked aboard the *Forthos* at 4 p.m.—*Havas*.

HONGKONG LEGISLATIVE COUNCIL.

(Continued from page 5.)

A VOTE FOR CHEUNG CHAU?

The hon. member referred to the vote of \$800 for District Officer South and suggested it should be increased to \$5,000 for expenditure in the island of Cheung Chau. The \$800 is of similar character to the vote for the District Officer North for "helping to carry into effect small public works such as small bridges and paths." It is a vote of a very special kind, and is doled out in quite small amounts. It is of great help to the people of the district when small work has to be done with their own labour and not under supervision. As regards Cheung Chau I appreciate very much what has been done by the few foreign residents there in the making of paths and improving the portion of the island in which they live, and if it should appear necessary to use public funds to supplement their efforts that can be considered and a special vote taken for the amount required.

TAU MATI FERRIES.

The next question the hon. member referred to was the running of the ferries to Shamshui and Tau Mat, and he wanted to know whether the Government was getting enough from those ferries. The answer was a very considerable one, but before the period of the present lease expires, which will be four months hence, the whole question will have to be very carefully considered. When the ferry was started quite a short lease was granted in order that the Government might have a free hand when the experiment had shown what was necessary in the future.

BUILDING OVER KING'S PARK.

The hon. member mentioned the opening up of King's Park for building sites. Hon. members will remember the project we had for building about 40 houses but the project had to be dropped owing to the larger question of the transfer of military establishments, and the uncertainty as to what areas would be required.

As regards the large sum spent on providing quarters for Government employees, the hon. member either in his statement or in his request to the Government at the end of it, "The houses that are being built are expensive, they are being very well built because it has undoubtedly been proved that to build houses of good material, which will require only a very small outlay annually in repairs, is a far better policy than to put up houses which will always be a heavy expense. Some of the houses we have put up may be considered rather too large, and in some cases I think that is so, but I consider it not a bad thing to err a little on the side of being too large rather than too small. Besides, they are built in situations and in such a manner as to ensure the health of public officers, and that possibly will make it unnecessary for officers to take leave as frequently as they have owing to reasons of health. As regards the Government building quarters not already projected, I can give no guarantee because there are a good many officers who have no quarters at the present time. The policy of building quarters was started on the suggestion of the Secretary of State for the Colonies, and we embarked upon it, and with the housing difficulty arising since I do not think there is any question if sites are available that we shall go on building quarters for public officers until we have housed the whole Service. I do not follow the hon. member's argument at all.

The hon. Mr. Pollock: May I have an opportunity of answering that? H.E. THE GOVERNOR: You will be out of order.

The COLONIAL SECRETARY: In regard to buildings in the New Territories referred to by the hon. member on my left (Hon. Mr. Lau Chu Pak) very simple regulations have been drawn up. The last thing we desire to do is to harass the people there, but if a man builds a house more than two storeys high we have some duty to those who live in the house to see that it does not fall down upon them. One point which the hon. Mr. Bird referred to related to the water supply and the necessity of bringing a pipe across the harbour. The time has come when that may arise. I hope the hon. member does not suggest that because the Director of Public Works had thought it might be necessary to make use of the rider mains system in the Western district, that it was due to any shortage of water supply. We have an abundant water supply, but there happened to be a difficulty—a shortage of pipe. The means of getting water to that particular district when it was wanted were lacking. The question of bringing water from the mainland may have to be considered in a few years, as His Excellency stated in his speech on the Estimates.

The removal of the Dairy Farm is, I think, not a possibility. There are many reasons why it is inadvisable to remove the Dairy Farm from the island where there is such a vast population and where it has been carried on so satisfactorily. We may, however, get considerable areas at Pokfulam for building without injuring the work of the Dairy Farm in any way.

With regard to the proposal to build houses along the railway from Hung Hom to the mouth of the tunnel, the Kowloon Tong scheme will provide for building houses at a low rent. Those who build there are to have the land prepared for them, and they will get it under certain restrictions.

The question of removing the site of Kowloon cemetery will be required into. The hon. member representing the Chamber of Commerce referred to the possible increase of the Government contribution to the Alice Memorial and Affiliated Hospitals. That will be considered. It will probably be better if the Hospital makes an application if supported.

The question of an international recreation club at Little Hong Kong is being dealt with very fully by the Government. The promoters of the enterprise have got all the information before them and it is now for them to say whether they will go on with it or not. I think it will be an excellent plan, but it will require considerable expenditure which I do not think was contemplated when they formulated the scheme.

COLONEL DAVY.

KING'S PARK RIFLE RANGE ABANDONED.

Colonel Davy: The Hon. Mr. Bird has drawn attention to the danger of using the Kowloon Rifle Range and has given instances of certain narrow aspects. It may be, perhaps, a relief for those concerned to know that a few days ago the General Officer Commanding gave orders that the regular troops in his Command were concerned no firing should take place on the range. Of course, if the Colonial Volunteer troops continue to use the range it will be on their own responsibility. As regards Mr. Bird's suggestion, it might be possible to divert the range to eliminate this element of danger. The project has not really been considered from that point of view, but I know the locality pretty well and I think I am right in saying that that suggestion is impracticable. The fact is that a rifle range in King's Park now is equivalent to a rifle range in Regent's Park, London. It is quite out of place. The fact that no actual fatalities have occurred is due to the fact that until quite recently the range was a butta has been sparsely inhabited, but recent developments in that area have created a situation which was not contemplated before.

H.E. THE GOVERNOR: After the full discussion on which has taken place, it may perhaps be unnecessary for me to deal very fully with any of the questions, but there are one or two points upon which I should like to make a few remarks. With regard to the statement read by the hon. Mr. Pollock for himself and his colleagues as to inserting an additional column added "estimated expenditure to complete work" it seems to me that the Colonial Secretary rather misunderstood what was proposed. It looks to me, I confess, that page would be somewhat overloaded if we were to insert that column. I think, on reflection, the hon. member will agree that it is not necessary. The member will agree that a column for revised estimates and also a column for the total estimated expenditure to the 31st December, 1921, and a column for the estimated expenditure for 1922. A very short exercise in the two primary rules of Arithmetic will enable hon. members to discover whether these two sums in the column are greater or less than, or equal to, the sums in the column of revised estimates.

The hon. Mr. Pollock: That is so where the revised estimates are given. H.E. THE GOVERNOR: I was just coming to that. It is perfectly true, as the hon. member has rightly observed, for estimating me that on page 31 the revised estimate is blank throughout. That can be accounted for in one of two ways. Either the revised estimate is the same as the original estimate in which case it is unnecessary or it is impossible to give accurate figures. In that case it will be equally impossible to give a satisfactory figure in the additional column the hon. member requests. I think, therefore, that in order not to overload the page it will be better to leave the matter as it is.

The next paragraph deals with the question of the University. The Hon. Colonial Treasurer has dealt with the \$600,000, but I should like to refer to the matter again and to express my hearty support of the sentiment that no further additions of financial assistance from the Government of the Colony will be required by the University. I am confident that during the next few years we shall be asked to expend further sums for the University, but at the present time I should be reluctant to recommend a further large expenditure from the public funds until the community have shown more generosity than they have so far. The University is for the interest of the community as a whole, and is a proper object for generosity on the part of wealthy men. I acknowledge with gratitude some considerable donations from members of the community, but I think the sums that we have received are a very small proportion of the sums we have a right to expect.

The question of linking up the Kowloon Canton and the Canton-Hankow Railway has again been raised. I fear the position is exactly what it has been during the last few years. Until the disturbances in this district of China have been ended and until there is some prospect of getting a Government both able and willing to decide things for the good of China, as a whole, I fear the matter will probably remain in abeyance. I need hardly say that this Government attaches the greatest importance to the linking up of these two lines, but I feel that at the present moment the prospects of it happening in the near future are small.

With regard to the imperial wireless chain, hon. members were consulted in the matter some months ago in respect of certain financial proposals. We were asked, if I am not mistaken, whether we were prepared to guarantee any part of the expenditure and after consulting the Council we replied, "We have not heard anything about it since."

The last paragraph of the joint remarks of the hon. members raises a matter of very considerable difficulty, and that is the question of "Produce Exchanges" which has occupied the mind of the Government already. It is, I think, impossible to exaggerate the evil which is likely to result from the reckless establishment of exchanges which are merely used for gambling and manipulating margins, and not for purposes of honest trade. Certain exchanges have been opened already in this Colony, and do not for a moment suggest that the remarks I have made necessarily apply to these, but it will be the duty of this Government to look very closely into the operations of any "Exchanges" which either has started or is proposed to be started, and if I see reason to suppose that they are not being used for legitimate trade purposes but simply "encouraging reckless gambling," such as you will see in Shanghai, I shall have no hesitation in asking the Council to give me any powers necessary to shut them down without regard to loss of capital by the persons who started business of this kind. I shall deal with them in the same way as ordinary gambling houses.

The hon. member went on to make a few remarks of his own. The transfer of military establishments, as the hon. member is well aware, is a matter engaging our attention very fully. The hon. member quoted a remark of mine with regard to the sale of land on the road to Wanchai Gap. I said: "I may mention that one piece of land opened up by the new road to the Peak sold a few days ago for \$50,000, which is exactly the estimated cost of completing the road to Victoria Gap." I think the hon. member rather misunderstood my meaning. The concluding words were used as an illustration rather than as an argument. I was not thinking that the land in question was on the Victoria Gap side of the road, but looking at the road as a whole, I thought it was a curious and interesting coincidence that the amount obtained by the sale of land on that section of the road was equivalent to the estimated cost of building it. I hope I did not really mislead the hon. member. He knows perfectly well my own views on the road and I am interested at last to find somebody who champions it. I am still waiting to find somebody who will admit that he started the idea.—(Laughter.)

With regard to the quarters for Government officers, I am sure the hon. member did not wish his remarks to be taken as suggesting that Government servants in the Colony were overpaid either in actual cash and passage money or in provision of houses. If he thought so I can assure him he is wrong. The community in this Colony is extremely fortunate in obtaining the services of the officers for their salaries it pays them. There is probably not a single man in the Service who could not make twice as much money outside with no more exertion of time and brain.

The question of building houses is one to which I personally attach great importance for two reasons. The one was hinted at by the Colonial Secretary, and that was that if you want an officer to preserve his health it is desirable he should have a healthy house to live in. The salaries which are paid to officers in this Colony do not enable them to pay the rent charged for houses on the Peak, and if we charge the rents for the houses which we are building commensurate with the reasonable return on the capital or actual expenditure the same situation would arise. A commercial rent on any of the houses built would, in my opinion, be more than any officer could afford and I think, therefore, that the principle of making the officer pay a reasonable amount for his accommodation—a system which is employed in most other colonies where Government houses are being built is sound. If we do not, the only result would be you would have to raise officers' salaries in order to enable them to pay an adequate return on capital invested in the Government. As twenty per cent. of such additional return would be handed over automatically to the military authorities, I think you would agree with me that it would not be sound finance.—(Laughter.)

The Hon. Senior Chinese Member raised one point which has not been dealt with, and that is the question of the recent amendment to the Deportation Ordinance. I understand there is a feeling among a section of the Chinese community that it was aimed at them. Of course, the first answer is that a man who is not a criminal has nothing to fear, and that if he is in doubt, that the action he is committing, or contemplates committing, will render him liable to deportation, his wisest course obviously is to refrain from committing it. At the same time, I may say it is not intended to deal primarily with Chinese. The world is in a disturbed state at the moment, and it is absolutely necessary that we should have the power to get rid of the presence in this Colony of Bolsheviks and revolutionaries of various kinds, whatever their nationality may be. I need hardly say that the question of punishing a man whose only home here will not be approached without the greatest hesitation. If a man is only technically a British subject it will rest with him to prove by his good behaviour that he is worthy of being regarded as such. The Ordinance will certainly be used with the greatest care.

The Hon. Mr. Stephen raised the question of town planning to which the Director of Public Works has already replied. I must say I should hesitate gravely to employ the services of a town planning expert who has probably been only used to planning towns on the flat, and probably had never conditions such as we have in Hongkong, and he would have to reside in Hongkong for some years at considerable expense before his advice would be of any use. If the idea is to lay out plans in advance the phenomena already referred to by the Director of Public Works and the marvellous increase in the value of land along contemplated roads would make any system of development in the future prohibitive in cost.

Reference was made to the old question of loans. I do not consider that the majority of these public works could properly be dealt with by loans. They are not recurrent, although they are more or less of a recurrent character. There are some of them I would have no hesitation to meet by means of loans if it were necessary, but when we have balances I submit it is not sound finance to raise money in a market where everybody is bidding for money, and we shall do better to see how far the balances will carry us before we resort to loans. Of course, the question of harbour development will come on shortly, and that will cost a sum beyond any balances we may have. I think that is all the remarks I have to make. I have to express my thanks for the kindly and exhaustive criticisms you have made.

The Bill was then read a second time, and Council went into Committee to consider the Bill. The amendments indicated by the Colonial Secretary were made, and on the Council resuming the Bill was read a third time.

THE ADJOURNMENT.

TRIBUTE TO THE HON. MR. HO FOOK.

HIS EXCELLENCY THE GOVERNOR: It is a little uncertain as to whether there will be sufficient material for another meeting shortly, and I therefore propose that we adjourn *sine die*. Before doing so, however, I desire to draw the attention of hon. members to the fact that the Hon. Mr. Ho Fook, to my regret, has decided, what his private affairs will not permit him any longer to remain a member of the Council. I have already received intimation of Mr. Ho Fook's decision and I was successful in inducing him to delay his resignation in order to be present at this meeting, for which I tender him my thanks. I beg to thank him on behalf of the Council for the way he has assisted in past years in our deliberations, and express the regret of us all that he has found it necessary to withdraw himself from us in future.

The Hon. Mr. Pollock: I should like to associate myself, Sir, with your remarks. The unofficial member I have received very great assistance in the past from the Hon. Mr. Ho Fook who has done much useful work in the Council. The Hon. Mr. Lau Chu Pak: In supporting your remarks, Sir, and those of the Hon. Mr. Pollock, I should like to say that by the retirement of the Hon. Mr. Ho Fook I shall lose a conscientious, capable and sympathetic helper. I never thought that he would retire before the expiration of his term of office, but it is some consolation to know that he retires with his vigour unimpaired to enjoy the rest that he deserves after so many years of strenuous work in public affairs.

The Hon. Mr. Ho Fook: Sir, I am so deeply touched by the kind words which you have used in speaking of my retirement that I do not really know how to express my thanks. Although I have had the honour of serving on this Council for only four years and a few weeks, it is no more than thirty years since I began to interest myself in public affairs of the Colony, and I feel that the time has come for me to retire and make room for a better man. I am ever grateful to you, Sir, and to my honourable colleagues for the kindness and courtesy which have always been shown to me, and it is with much regret that I am taking leave of the Council. I desire also to thank the Honourable Senior Unofficial Member and my Chinese colleague for their kind remarks which are more than I deserve. In conclusion, I should like to mention that both my Chinese colleague and I have been frank in expressing the Chinese community's interest in that community would be best served by the two Chinese members approaching the officials quietly and tactfully instead of asking questions or proposing resolutions in the Council. Once more I thank you, Sir, for your generous remarks.

WU PEI-FU'S GOODBYE TO HANKOW.

HUPEH CLEARED OF INVADERS.

HANKOW, November 4th.

General Wu Pei-fu in a speech to Consuls and officials at Hankow today stated that the establishment of the Chinese Republic was for the welfare of the people.

During the 10 years since the Republic started, dissensions had arisen between North and South, which had developed into dissensions of South against South and North against North.

He declared that his reason for coming to Hankow was, first in obedience to the orders of the Central Government and, second and most important, the welfare of the people of Hupeh. He had been obliged to use force to expel the invaders from this province but there were now no more Szechuanese or Hunanese soldiers within the border. He trusted that their commanders were coming to terms to make peace.

The self-government of Szechuan and Hunan had proved a fiasco. If peace were reached, it might solve the question of the North and South. The Lunan conference might bring peace throughout the country, which, if realized, meant advantage both to Chinese and foreigners.—*Reuter*.

A YANGTZE VALLEY LEAGUE.

HANKOW, November 4th.

In the morning of November 4th, General Wu Pei-fu held a conference with Hsiao Yao-nan, Tsuchun of Hupeh, Defence Commissioner Tu, Admiral Tu Chun-kwei, Commander of the Second Naval Squadron, as well as Liu Thien, representing Chao Hsiang-kuan, Tsuchun of Kiangsu, Pang Yu-kwei, representing Chen Kiang-yun, Tsuchun of Kiangsi, and Huang Jung, representing Chao Heng-ti, Commander-in-Chief of Hunan, and discussed the question of joint defence of the Yangtze region. The result of the conference is said to be as follows:—

- 1.—The provinces of Hupeh, Hunan, Kiangsi, Anhui and Kiangsu are the area of joint defence of the Yangtze region.
- 2.—Their aim is an offensive and defensive alliance against outsiders and internal troubles.
- 3.—The defence of forts and of the waters of the Yangtze is the charge of Admiral Tu.
- 4.—Expenses of the joint defence to be borne by all the provinces concerned.
- 5.—The treaty of joint defence will be cancelled when the general situation is settled, by mutual agreement.
- 6.—The convention will be notified to the Tsuchuns of the provinces concerned by their respective representatives and after their consent has been received it will be reported to the Army Department at Peking.—*Eastern News Agency*.

We are coming, hear, or perhaps have reached, the point where the entire wealth of the country is insufficient to pay the wages that are demanded.—*Mr. A. A. Mitchell*.

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THE WOMAN'S VIEW.

A FRENCHWOMAN AND HER
MONEY.

The Frenchwoman is brought up to
treat money with the respect due to the
power it represents. Neither vanity nor
philanthropy is allowed to interfere with
investments, says a correspondent in the
Times. She is taught from her earliest
years to appreciate the security of a solid
financial background. To live from hand
to mouth is not her way, and whether
her income be large or small she lives
within it and manages to save.

To be thrifty is a precept she learns
with her alphabet. To be discreet in
conversation about her possessions is an-
other. Prudence, taste, and natural
intelligence help her to get good value
for what she spends. Few Frenchwomen
are dependent on their husbands for the
money they spend on themselves. The
system of the dot has its advantages, and
this is one of them. The general rule in
a French household is that husband and
wife share running expenses and pay for
their own personal needs out of their
private purse.

A wholesome brake on a woman's
spending opportunities in France is the
custom of paying ready money for every-
thing. This custom makes it difficult
for a woman of small means to run into
debt. Standing accounts are rare, and
few husbands have the habit of saying:—
"Buy what you need and have the bill
sent in to me." Such a condition of
things would please neither husband nor
wife; it is too vague, too uncertain. The
marriage contract provides for what is
considered to be a fair division of their
respective fortunes, but the actual spend-
ing of what is allotted to each belongs to the
one and does not concern the other. Few
Frenchmen know what their wives spend
on dress. Tradition has it that French-
women are so clever in these matters
that they can dress as the wives of
millionaires on almost nothing a year.
French husbands may, or may not, be-
lieve this pleasant compliment, but they
have the satisfaction of seeing their wives
well dressed, and so long as they do not
have to pay the bills they ask no ques-
tions.

Generally speaking, the Frenchwoman
is not extravagant because of this early
training in the practical value of money,
and because the law of the country and
the customs of society so provide for her
that she has money of her own from the
day of her birth. Her dot is one of her
parents' first pre-occupations. To pro-
vide her with the wherewithal to get her
a husband worthy of her position is one
of their chief anxieties. Should she not
marry, they see to it that she has enough
to live on, and they so tie it on her
by legal ties that she cannot dispose of
it foolishly.

A Frenchwoman is not to be tempted
by rubbish or lured by ostentation. Few
Frenchwomen have surroundings which
tell the extent of their fortune. When
they buy, they buy with intelligence and
not on an emotional impulse. They
know what they want and they know
what they have to spend. Moreover,
they are careful to fix that amount at
less than they can afford. This practical
trait in the national character runs
through all classes. The Frenchwoman
has fewer servants than she can afford.
The servants themselves put wages before
comfort and liberty. As the wife of a
tradesman, a Frenchwoman is content to
live at his shop, because she likes to keep
control of the books. The farmer's wife
is keenly alive to the necessity of taking
her share in the active running of the
farm. A woman rich in her own rights,
no matter where she is placed in the
social scale, will rarely be led into finan-
cial foolishness.

Frenchwomen do not believe in indi-
criminate charity, and the charity they
practise most is confined to their own
family or immediate circle. Neither do
they believe in haphazard hospitality,
knowing that it is both costly and in-
effective. To keep open house means a
style of living which a French house-
wife counts as extravagant. The family
dinner party is a weekly institution in
middle-class circles and has its raison
d'être. The house is open always to near
relations, but the rest of the world only
comes when it is formally invited. No
Frenchwoman looks favourably on the
fashion which allows a man to invite a
friend to dinner on the impulse of the
moment. Neither is the guest room a
popular institution. Such customs neces-
sitate a style of living which increases
expenses without yielding enough profit
or pleasure to justify their existence. A
surer method is to entertain rarely, and
with some ceremony, and this is how
most Frenchwomen dispense hospitality.
They give and they receive, and they are
careful to keep the balance true.

The Frenchwoman's realization of the
practical value of money is a great
power in the domestic life of the nation.
From the peasant to the chateleine in
the country, and from the workwoman
to the banker's wife in the town, this
realization is general. It means greater
independence for the individual, but,
allied to the extreme exclusivity of
family life, it is somewhat of a drawback
to public work. Every woman has her
bas, de laine in some form or another,
and she is careful that her neighbour
shall not know how full it is. The claims
of her family must always be recognized
first, and the law does not allow her to
leave her property away from her re-
lations.

The knowledge and realization of the
power of money is also a reason why
Frenchwomen hesitate to have many
children. They cannot face the thought
of bringing children into the world un-
less there is money to provide for them.
Nothing would persuade a Frenchwoman
to let her daughters turn out into the
world without a penny in their pockets
to earn a precarious livelihood. If they
must work, they must be fitted to do
so by learning a business or a pro-
fession. This is the practical conclusion
to which a woman of sound common-
sense must come, and the Frenchwoman
is above all things, practical and sane.
In the way she deals with the everyday
things of life, she is no adventurer at
heart. At the root of all her philo-
sophy lies a longing for material security.

(Continued at foot of next column.)

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JAPAN, HONGKONG & JAVA.

For BATAVIA, SAMARANG, SOERABAYA, MACASSAR
and BALIKAPAPAN.

sailing on or about 29th Nov.

For MOJI, KOBE, OSAKA and YOKOHAMA.

S.S. "MACASSAR MARU" sailing on or about 30th Nov.

For further particulars please apply to—

K. SUZUKI, Manager,

2nd Floor, Princes' Building,

Tel. No. 2208

747.

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cape route on through Bill of Lading from HONGKONG to NETA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH & CAPETOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.
Managing Agents.

ELLERMAN LINE

ELLERMAN & BUCKNALL S.S. CO., LTD.

FREIGHT & PASSENGER SERVICE
FAR EAST/UNITED KINGDOM & CONTINENT.

S.S. "CITY OF DELHI"	20th Nov.	Marseilles, London, Rotterdam & Hamburg
S.S. "CITY OF GLASGOW"	6th Dec.	London, Rotterdam & Hamburg
S.S. "KAZEMBE"	19th Nov.	London, Rotterdam & Hamburg

HOMEWARD PASSENGER SERVICE

S.S. "CITY OF MANCHESTER"	20th Feb.	London
S.S. "CITY OF SUEZ"	10th March	London

Subject to change without notice.

For particulars of freight and passage rates apply to—

THE BANK LINE, LTD.

or Messrs. G. & Co. Charterers.

General Agents.

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., and CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "KANBAN"	via Suez Canal	25th Nov.
S.S. "KATUNA"	via Suez Canal	10th Dec.

Calls at Boston if sufficient inducement offers.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG
HONGKONG AND CANTON; BEISS & CO., CANTON.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

Destination	Steamer & Discharge	Sailing Date
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SHANGHAI	"LIEUT. DE LA TOUR"	On or about 15th Nov.
SHANGHAI KURE & YOKOHAMA	"PAUL LECAT"	25th Nov.
	"ARCKOE"	On or about 4th Dec.

MARSEILLES via HAI-PHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, SUEZ & PORT SAID	"AMAZON"	11,000	On or about 8th Dec.
	"P. LECAT"	20,000	During 2nd part Dec.

For full particulars regarding sailings, etc., apply to—

R. BODENFUEHR,
Acting Agent,
Queen's Building.

Telephone 7460.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers, having good accommodation for First-Class Passengers, Electric Lights and Fans in staterooms and Saloons, and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW
AND RETURN

(Occupying 9 or 10 Days)

WATOWING	Capt. J. E. Thomas	TUESDAY, Nov. 15th, at 1 p.m.
WATOWING	Capt. W. Cooper	FRIDAY, Nov. 18th, at 1 p.m.
WATOWING	Capt. W. O. Parsons	TUESDAY, Nov. 22nd, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near State Pier).

For Freight and Passage apply to—

DOUGLAS LAFRAIR & CO.,
General Managers.P. & O., British India,
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, ORISSA, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"NYANZA"	7,000	26th Nov.	Marseilles, London & Antwerp
"LAHORE"	5,200	4th Dec.	Singapore Colombo & Bombay
"SOMALI"	6,700	10th Dec.	Marseilles, London & Antwerp
"DUMERA"	5,900	20th Dec.	Singapore, Colombo & Bombay
"NELLORE"	7,000	26th Dec.	Marseilles, London & Antwerp
"DONGOLA"	8,000	7th Jan. 1932	Marseilles, London & Antwerp
"BOYCE"	7,941	18th Jan.	Marseilles, London & Antwerp
"KASHMIR"	8,247	21st Jan.	Marseilles, London & Antwerp
"BAGOYA"	8,247	11th Feb.	Marseilles, London & Antwerp
"KASHGAR"	8,247	14th Mar.	Marseilles, London & Antwerp
"KHEIVA"	8,017	18th Mar.	Marseilles, London & Antwerp
"DHARMA"	8,017	1st Apr.	Marseilles, London & Antwerp
"NOVARA"	8,850	15th Apr.	Marseilles, London & Antwerp
"KALPA"	8,967	29th Apr.	Marseilles, London & Antwerp
"PLASSY"	7,242	13th May	Marseilles, London & Antwerp

BRITISH INDIA APCAR SAILINGS (South)

"JAPAN" 7,000 15th Nov. 1 p.m. Calcutta via Singapore, etc.

EASTERN & AUSTRALIAN SAILINGS (South)

S.S. "ST. ALBANS"	4,400	16th Nov. 10 a.m.	Middle, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
S.S. "EASTERN"	4,000	15th Dec.	

SAILINGS TO SHANGHAI & JAPAN

"TANDA"	7,000	20th Nov. 10 a.m.	Amoy, Shanghai and Kobe.
"EASTERN"	4,000	22nd Nov.	Yokohama direct.
"NELLORE"	7,000	23rd Nov.	Shanghai and Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Cargo only.
1st Class Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the service of their P. & O. Tugs to Singapore or Colombo.
All Cabins are fitted with Electric Fans free of charge.
Parcels Measuring not more than 2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG.

Agents.

O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION:

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore and Pen. Said.

"ATLAS MARU" — Thursday, 15th Dec.

calling at Marseilles.

BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SINGAPORE, PASSENGER SERVICE.

"CHICAGO MARU" — Tuesday, 13th Dec.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE.

"SAIGON MARU" — Monday, 14th Nov.

"INDUS MARU" — Thursday, 24th Nov.

DML & BANGKOK via SAIGON & SINGAPORE—Regular Monthly PASSENGER SERVICE.

"KISHU MARU" — Monday, 5th Dec.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand via Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Yokohama—Regular fortnightly PASSENGER SERVICE, including intermediate ports in Japan and taking cargo to OVERLAND PORTS U.S.A. in connection with Chicago Milwaukee and St. Paul Railway.

"AFRICA MARU" — Wednesday, 23rd Nov.

"HAWAII MARU" — Sunday, 4th Dec.

NEW YORK via PANAMA—Regular monthly service via Japan, Port, San Francisco, Panama and Colon Ports.

"SEIKO MARU" — Wednesday, 16th Nov.

NEW ORLEANS LINE via SUEZ.

JAPAN PORTS—Kobe & Yokohama via Shanghai.

"ARGON MARU" — Monday, 25th Nov.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbor Office.

"AMAKUSA MARU" — Sunday, 20th Nov.

TAKAO via SWATOW & AMOY.

"SOBU MARU" — Thursday, 17th Nov.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building.

Tel. No. 744 & 745.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

Steamer	Arr. Hongkong from Australia	For Hongkong to Australia
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"MORNING STAR"	Monday, 22nd Nov.	
"MORNING STAR"	Monday, 22nd Nov.	

This steamer is fitted with Refrigerating Machinery, working in plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Lights throughout and Electric Fans in the Saloon. A daily qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Transvaal Ports. For L. & N. and passage apply to— BUTTERFIELD & SWIRE, Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

SWATOW & SHANGHAI	"SUIYANG"	On 15th Nov. 10 A.M.
SWATOW & HANGKOW	"CHUSAN"	On 15th Nov. 5 P.M.
SWATOW & SINGAPORE	"LUCHOW"	On 16th Nov. 5 P.M.
SHANGHAI & AMOY	"SINKIANG"	On 17th Nov. Noon
SHANGHAI & TIENTSIN	"TEAN"	On 17th Nov. Noon
SHANGHAI & TIENTSIN	"SHANTUNG"	On 19th Nov. 4 P.M.
MANILA, CEBU & TIENTSIN	"HUICHOW"	On 22nd Nov. 4 P.M.
MANILA, CEBU & TIENTSIN	"TAKING"	On 25th Nov. 4 P.M.

SHANGHAI LINE PASSENGER, MAILS and CARGO.
Excellent Saloon accommodation, Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through Bill of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, Agents.



Operating following Sea Shipping Lines:

PASSENGER AND FREIGHT SERVICE

For VICTORIA, VANCOUVER, SEATTLE

From Hongkong, Active Sailing

FREIGHT & PASSENGER SERVICE

"WENATCHEE" — sailed Nov. 19th, arrived Dec. 9th

For PORTLAND, U.S.A.

(Calling at Manila, Shanghai, Kobe & Yokohama)

S.S. "MONTAGUE" — Nov. 22nd

S.S. "ABERDEEN" — Dec. 7th

Sailing via W. Coast to be Overland to U.S.A. via Panama.

Passenger and Freight Particulars.

THE ADMIRAL LINE

Telephone 2477 & 2478. 5th Floor, Union Building.

THE ADMIRAL LINE
PACIFIC STEAMSHIP CO.

REGULAR SERVICE

SAIGON—SINGAPORE—BATAVIA

and other JAVA PORTS.

S.S. "LAKE PARKER" — Sailing Nov. 17th.

S.S. "GUYMONT" — Sailing Nov. 19th.

OPERATED FOR ACCOUNT OF U.S. BOARD.

OFFICES

5th Floor, Union Building, Telephone 2477 & 2478.

Passenger Office, Queen's Building, 2, Los House St.

SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama.

S.S. "WEST HIMROD" (via Panama) — Second half of Nov.

S.S. "WYTHILL" — First half of Jan. 1932

For freight space and particulars apply to—

BARBER STEAMSHIP

LINES, INC.

THE ADMIRAL LINE

Telephone 2477 & 2478. 5th Floor, Union Building.

Passenger Office, Queen's Building, 2, Los House St.

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PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

NEW YORK

S.S. "MOORE PRINCE" — (via Suez) early Jan.

For Freight and particulars apply to—

FORENBERG (FAR EAST) LIMITED

(Incorporated in Great Britain)

5th Floor, Union Building.

Telephone 2477 & 2478.

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